

Buick Club of America Judging Handbook

2017

Buick Club of America

Judging Handbook

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If a Buick Club of America National or Regional meet or car show is a judged event, the current BCA National Judging Forms must be used. All National Meets will use the 400 point judging forms and it is suggested that they be utilized at Regional Meets. Although judging and awards at National Meets are directed toward recognition of excellence of original and authentically restored Buicks, all members are welcome and invited to participate and to display their Buicks, whether modified or unrestored, at any BCA event. The forms must be used in their basic state and concept in line with the instructions. BCA Peer and 400 point judging form masters, along with support and scoring form masters, are available from the BCA Office and should be copied for use at BCA meets.

A. INTRODUCTION

All judging information contained herein can be adapted to regional and local meets, with the exception of Senior, Senior Preservation, Archival and Drivers Awards. These special classes can only be awarded at a National Meet.

This handbook is produced for the guidance of both the restorer and the critic of Buick automobiles. It is doubted that such a handbook could ever be complete. Legitimate exceptions or improvements will be found to the policies and guidelines as stated herein. It is hoped that succeeding editions will become more complete, more definitive and more authoritative with additions and corrections discovered by student restorers and new research. This is not an end, but a beginning. We hope that in the one-hundredth edition the same may still be said.

-McClellan G. Blair, BCA National Chief Judge, May 1989

B. PHILOSOPHY

BCA National Awards are based on how well the vehicle compares to the original factory product as judged under the BCA 400-point system. The three key items to be considered in evaluating the vehicle for these awards are authenticity, condition and workmanship.

The Gold, Silver and Bronze awards honor those vehicles that meet the minimum point requirements as described in the BCA Judging Handbook.

The Senior Award honors those Buicks that most nearly represent the vehicle as it left the factory. For this award, authenticity together with condition and workmanship are of primary importance. To assure consistency for this award, within classes, between classes and between meets, eleven specific items that are considered most significant regarding authenticity have been selected. A vehicle must be correct in these eleven items to meet the requirements for the Senior Award. In addition, the vehicle must attain a minimum of 390 points.

By using this system, BCA provides recognition of a Senior Award for those members who restore a vehicle to factory condition. It also provides for those members who choose to restore and/or maintain a vehicle at a level where the car can be driven regularly. All member's Buicks are still eligible and encouraged to compete for the BCA National Senior, Gold, Silver or Bronze awards, regardless of the authenticity, condition and workmanship of the car, and for the Archival Award for unrestored Buicks.

C. HISTORY

The initiation of this formal point judging at BCA National Meets began with the adoption of a standardized judging form comprising a 400 point system in 1989. The first meet in which this system was employed was the 1989 National Meet held in Batavia, New York, hosted by the Finger Lakes Chapter. Prior to this, beginning with the first National Meet in 1971 hosted by Buick Motor Division and the BCA, some meets were judged, others were unjudged; and of those judged, numerous systems were employed.

D. GENERAL JUDGING POLICIES

The most general guideline is that all Buicks are to be presented and evaluated knowledgeably, impartially, consistently, courteously and fairly. This critical evaluation should be an educational process for both the restorer/owner and the judging team. A free flow of information is encouraged for the improvement of both judge and judged. **It shall be the owner's responsibility to document the authenticity or correctness of any feature of his/her vehicle to the satisfaction of the judging team.** In the event of a dispute, the Meet Chief Judge is empowered to arbitrate a resolution. In the event that an authenticity dispute arises over a matter as printed in this handbook, the owner's documentation shall be provided to the Meet Chief Judge. The Meet Chief Judge will subsequently present the documentation for possible modification of this handbook to the Chief Judge of the BCA if warranted by the evidence. Acceptance (or denial) of the evidence for purposes of the meet shall not prejudice the review of such evidence by BCA, or its ultimate inclusion by alteration of this handbook.

E. GUIDELINES FOR FAIRNESS AND CONSISTENCY IN JUDGING

A judging team should consist of a Team Captain, at least one other judge and apprentices (optimum size for team is five). The combined experience and knowledge of the judging team should cover extensively all the cars in that particular class.

Each judging team should look over the entire class before starting on that class. **Judges should not touch an entry. It is imperative that the owner or a representative be with the vehicle during the judging process.** If the owner is not present, the team moves to the next vehicle, unless prior arrangements are made between the Team Captain and the owner, or a notation is made on the windshield card that the owner is a judge, specifying which class the owner is judging, and specifically authorizing the Team Captain to open whatever accesses would be required to facilitate judging. In this case, as an accommodation to a fellow judge, if a major authenticity point deduction is mandated, the Meet Chief Judge shall be summoned to adjudicate the item of non-authenticity and shall consult with the owner-judge if necessary in their deliberations. If an absent owner is located before the judging is completed in that class, then his or her vehicle should be judged; otherwise, it shall not be judged.

Keep in mind that the vehicles you will be judging are production vehicles that came off an assembly line. The judging standard in any particular area should rate how this vehicle compares to the **original factory product**. If any judged item is as good as original it should receive no deductions in that category. Of course, if a better quality of

workmanship is found and the vehicle has not been modified in any way from original, then it still receives no deductions. All parts should be as original, factory replacement or dealer option equipment as defined elsewhere in this judging handbook. As an example, painted items should be painted only in correct colors and only originally plated items should be plated and with the correct type of plating. **Non-authentic components should receive a full deduction of all points allocated to that item.**

Every judge should keep in mind that he or she is judging each vehicle individually on its own merit. A vehicle starts out with the maximum number of points allowed in each category. Points are then deducted according to the severity of the defect. If a vehicle meets all standard requirements for factory new condition, then the judge should not deduct points just because the last vehicle judged had a million dollar paint job and this one has a factory issue paint job. Both vehicles have met or exceeded the original quality requirements for full points. **Do not deduct fractional points.**

F. DUTIES OF THE OWNER/EXHIBITOR

To enter your vehicle and present it for judging at a BCA National or Regional Meet, you will have a number of obligations to which you must adhere in order to qualify for entry and be judged fairly. These requirements and suggestions are listed below. It is also recommended that you familiarize yourself with the judging rules and guidelines which will be used by the judging system in the evaluation of your car, in order to avoid misunderstanding and disappointment with the result. Owners are encouraged/invited to participate in the judging process by being a judge to learn first-hand how your car will be evaluated when it is entered for judging.

1. The car (or cars) to be judged must be owned by a **current** National member of the Buick Club of America.
2. Entry **must** be made prior to the stated deadline and to the designated individual or address, and must be complete. Your National Meet Registration Form must be fully completed, including your vehicle identification number, or frame number in the case of early vintage Buicks. Failure to provide a complete and accurate registration form will result in disqualification from judging.
3. If your car is a registered Senior or Archival Award winner, information must be provided to identify it as required by the Meet Chief Judge. This includes displaying Senior or Archival Award on the Buick.
4. You **must** comply with all of the instructions of the Meet Chief Judge regarding the judging process including directions as to times, places and procedures. You should read all instructions carefully.
- 5.. You **must** have all of the proper registration materials with your vehicle and they must be properly displayed. The windshield card must be affixed to the windshield and the judging form must be completely filled out and presented to the Team Captain for use of the field judging team.

You **must** have an operational/charged UL approved fire extinguisher in your vehicle located where it is readily accessible. Safety glass in the windshield is required if vehicle

has been restored. **The vehicle will automatically be disqualified for judging if both requirements are not met.**

7. Your vehicle **must** be on the show field in its proper class on the day of field judging at the time and place designated by the Meet Chief Judge.
9. Your car **must** stay on the judging field until the official end of the meet, or until told specifically by the Meet Chief Judge that you may leave. You **may not remove** your vehicle once the judging team passes you. However you may leave your vehicle unattended, if you wish, once the "judged" label has been affixed to your windshield card.
10. **You or your designated representative must be in attendance at your vehicle while it is being judged.** Judges in other classes may designate the Team Captain to be their representative. You will be asked to provide access to the judging team and must do this in response to their request. You or your designated representative **must** also be present to answer questions of the Team Captain and to provide authenticity documentation regarding your car.
11. It is the owners duty to be sure his car is placed in the proper class. If other cars with which you are lined up are not of a similar year or model, chances are good that you have been misplaced. If this is the case, immediately contact the registration desk or a member of the judging staff.
12. **You should not speak** with members of the judging team while they are carrying out their duties. Officially, only the Team Captain should enter into discussions with you. He/she will discuss with you only matters pertaining to access, proper classification of your car, your completion of the top portion of the judging form and matters related to authenticity. No judge is authorized to discuss with you the point scoring of your car, but may tell you of certain major defects which have affected your score. Please do not request scoring information on the field.
12. You may, and should, request a copy of your judging form from the National Office of the BCA following the meet. To do so, you **must** include a self-addressed stamped envelope and tell the office the year, model and class in which the car was shown. The Office Manager asks that you allow 6 to 8 weeks from the date of request for receipt of the copy. Forms will be available September 1 thru December 31 of the year the judged meet was held. After December 31, a \$5.00 fee will be charged for each copy requested. Please remember that the decisions of the field judges are final and cannot be changed after the meet. If you take exception to the decision of the judges on a particular matter of authenticity, it is advisable to take documentation on the matter to the next meet and/or forward your documentation to the attention of the National Chief Judge.
13. It is your duty to authenticate the car and restoration. You should take with you, and make available to the Team Captain upon request, such information in support of the vehicle, materials, or work, as may be required.
14. As this is a Buick club, we are prepared to judge only Buick vehicles. Custom bodies of recognized contemporary manufacturers on Buick chassis and

Buick powered custom bodied documented race cars are welcomed; however, all such vehicles must be fully documented by the exhibitor or deductions in judging must be taken for all non-Buick components.

15. You should not assume that because an item came with your car when you bought it that it is authentic even if you bought the car new from the dealer. Each item, and particularly accessories, should be authenticated for your year and model.
16. When on the judging field, it is recommended that you critically evaluate your competition. Look for differences between cars. Discuss these differences with the owners in a friendly fashion.
17. If you are awarded a Senior or Archival Award, you must complete the registration form which fully identifies the car for BCA records. If you sell this vehicle, it is requested that you notify the BCA of the name and address of the new owner.
18. You should consider becoming a BCA judge. It is a friendly and informative process, and the information gained is very helpful if you plan to be a serious contender for trophies.

G. CRITERIA TO BE A BCA JUDGE

To qualify to be a BCA national judge the following requirements must be met:

1. Candidate must be a *current* National member of the BCA.
2. Candidate must be committed to being unbiased, honest and open minded.
3. Candidate must exhibit a desire to learn and critically evaluate new evidence as exhibited or presented.
4. Candidate must demonstrate willingness and effort to become expert and knowledgeable in the area to be judged.
5. Candidate must be courteous and considerate of owners and team members, even if provoked.
6. Candidates will find it particularly helpful to have personally restored a vehicle prior to judging others, though this is not a requirement. There is no superior means for the development of empathy, consideration and respect, as well as a keen eye for detail.
7. Candidate **must** attend judging school to become more skillful, knowledgeable and be willing to accept instruction from and give it to others.
8. Candidate must recognize, that to the owner, being judged is serious business. The owner expects and should receive no less than honest, candid and knowledgeable criticism, courteously and diplomatically communicated.

H. PROCEDURE TO BECOME A JUDGE

If a candidate feels qualified to be a national judge, he or she should register for judging using the form in the Bugle not later than 30 days prior to the meet.

Information to be included in this application should include:

1. Past judging experience as requested on the form.,
2. Judging class requested, with alternate choices.
3. Class, if any, in which the car of the candidate, his family or another whose car the candidate would find difficult to judge impartially has been entered for judging.
4. Area or classes of particular expertise.

5. Preference, if any, for Judging Administration.

Judging schools will be held on the day prior to the meet. Candidates should attend the judging school. If more than one training session is offered, a candidate should inform the Meet Chief Judge of the session to be attended.

Candidates who have not previously judged at a National Meet may be assigned apprentice or clerk responsibilities. In this capacity, the candidate will learn judging principles and procedures while participating in practical judging experience in an advisory capacity.

Candidates who have not sent an application form to the Meet Chief Judge as specified in paragraph 1 above **must** contact the Meet Chief Judge prior to the Judges School for permission to attend the breakfast and receive an assignment.

Judges must attend the Judges Breakfast and complete the commitment to judge. If the candidate will be unable to do either, the Meet Chief Judge should be contacted as early as possible so that those responsibilities may be reassigned. It is an imposition to fail to meet your judging commitment without prior notification.

Judges are awarded Experience Recognition Awards for their participation in the judging program.

I. ORGANIZATION OF NATIONAL MEET JUDGES

1. Duties and Responsibilities of the Team Judge

The team judge must observe everything in the category of his or her responsibility, evaluate the observation against the standard of factory authenticity, workmanship and maintenance and faithfully and impartially report any discrepancies found. It is of utmost importance that each judge's task be performed correctly and knowledgeably, as both the reputation and validity of BCA judging and the standards set by successful vehicles and the support of owner registrant members, are at stake. The epithet "tough but fair" should be applied to the team judge. **Team judges must:**

- a. Attend the Judging School preceding the meet.
- b. Judges **must attend** the Judges Breakfast on the day of the meet.
- c. Arrive at your predetermined location on the judging field promptly at the designated time and place.
- d. Receive your category assignment and Individual Category Work sheet from the Team Captain.
- e. Receive your instructions for the day from the Team Captain.
- f. Judge quietly and in the utmost businesslike manner.
- g. Direct any and all questions to the Team Captain. Do not engage in conversation with the owner of the car being judged. Only the Team Captain talks to the owner about any judging issue.
- h. Deliver the results of your judging to the Team Captain for entry on the judging form **before moving to the next car**. Be sure this transfer of point totals, comments and discussion takes place out of earshot of the owner or other interested spectators.
- i. Correctly and completely fill out the Judges Participation Card and present it to the Team Captain at the completion of judging.

2. Duties and Responsibilities of the Team Captain

The Team Captain is responsible for on-field conduct of BCA judging policy. The Team Captain is also responsible for the preservation and augmentation of good relations between BCA judging and the BCA member-owners. This position is

therefore one of greatest importance to the success of the judging process. The Team Captain is the leader of the judging team and serves as liaison between that team and both the owner of each car judged and the judging system as represented by the BCA, the Judging Officials and this manual. He/she is responsible for ensuring that all judging activities are carried out in a fair, courteous and impartial fashion and is to lead, instruct, and guide the members of the team to that end result.

The Team Captain will arrive on the field prior to the designated time. Initially inventory all vehicles in your class to see that they are correctly placed on the field. Check all cars against the roster. Notify the Meet Chief Judge any differences, and instruct owners if they must move.

The Team Captain shall obtain from the owner the completed judging form, check the correctness, completeness and legibility of the information provided and make additions and corrections as required. He will:

- a. Assign each team member to a responsibility in one of the four categories of judging; exterior, interior, chassis or engine. (Usually done at the breakfast).
- b. Give assistance to any team member as required or requested.
- c. Be the only member of the team to converse with the vehicle owner.
- d. Assign a team member to place "Judged" stickers on the windshield card at completion of judging.
- e. Assign a team member to verify operational fire extinguisher on all vehicles and safety glass in the windshield of restored vehicles. **Non-conforming vehicles are not eligible for judging.** If a vehicle is disqualified for any reason, a statement of disqualification and its cause shall be made on the judging sheet and on the reverse of the windshield card.
- f. Give special attention to new judges. Provide leadership and instruction. Provide guidance to any team member who is unfairly critical or too lax.
- g. Insure that only team members are present when judging discussions are held. All reporting of individual judges must be done as privately as possible.
- h. Initial any changes which have been entered on the form.
- i. Receive and discuss evidence of authenticity with the owner.
- j. Refer evidence in conflict with the judging manual to the Meet Chief Judge for consideration of merit.
- k. Critically evaluate the evidence and render a decision which shall be reflected on the judging sheet.
- l. If the evidence is unsatisfactory, and the owner requests arbitration, the Team Captain shall call upon the Meet Chief Judge to arbitrate the decision.
- m. Enter on the judging form all items of deduction, make notations in the comment column, total each column, enter the Summary column of the form, total the score, determine the placement, in order of descending score, confirm the reasonableness of the placement and sign the judging form under "Team Captain." Double check all entries on the judging form.
- n. Complete each judging form entirely before moving to the next car to be judged. Verify that point deduction is being taken for the correct entry.

- o. If they are to be judged, begin with the Senior, Preservation and Archival Award vehicles in your class.
- p. Continue judging with evaluation of all remaining non-special-class vehicles.
- q. The Team Captain will review all judging forms for correctness,
- r. Collect the individual Category Worksheets, complete the Team Captain Reporting Form and turn them in at the Judging Administration Office at the conclusion of the judging.
- s. Collect the Judge's Participation Cards at the conclusion of judging, while your team is awaiting verification of your results at Administration. Turn them in at the Judging Administration Office. Receive the "Judges Participation Pins" and distribute them to the team members before releasing your team.

3. Duties and Responsibilities of the Assistant Head Judge(s)

The Assistant Head Judge(s) shall have responsibilities as follows:

- a. Provide details of time and location of the judges breakfast and judging school. The school should be conducted at the meet headquarters location.
- b. Select an adequate location for the judges breakfast as close to the judging field as possible.
- c. Work closely with the Registration Chairperson in verifying all vehicle registrations as to proper vehicle identification.
- d. Organize the judges breakfast with a head table, Arbitration Team table, Administration Team table and individual tables for judging teams. At smaller meets, some of the teams may be combined at one table.
- e. Prepare the Team Captain packets. They will include: Individual Category Work sheets, Team Captain Reminder List, "Judged" stickers, Vehicle Roster, Team Captain Reporting Form and any other necessary information pertaining to that particular Meet. (See Appendix IV).
- f. Co-preside at the judges breakfast.
- g. Be responsible for establishing the Judging Administration Office, including the provision of food and beverages for the Administration Team, which works non-stop from 10:30 a.m. until nearly 5:00 p.m. This facility must be in a location convenient to the judging field and have sufficient area for teams and Team Captains to wait.
- h. Be responsible for the procurement of all administration supplies as listed in Appendix IV and V.
- i. Assist in the presentation of awards at the awards ceremony as may be requested by host chapter.
- j. Provide any needed assistance to all other National Meet Committees connected with the vehicles and judging field, such as Field Marshal and Field Layout, Pre-Qualification Operational Check Committee, Registration Committee, Trophy Committee, Banquet Committee, etc.
- k. Give all unused judging supplies to the Meet Chairman to be returned to National Headquarters, along with all other unused materials.

4. Responsibilities and Duties of the Meet Chief Judge

The Meet Chief Judge is responsible for all matters pertaining to the judging of vehicles at a BCA National Meet. (Organizational procedures for Meet Chief Judges at all BCA National Meets are set forth in detail below.) The name of the Meet Chief Judge and assistant(s) at the BCA National Meet should be communicated to the National Chief Judge. The Meet Chief Judge must be approved by the Chief Judge and BCA Board of Directors. If the Meet Chief Judge is not a member of the Host Chapter and is therefore not able to attend the regular committee meetings, an assistant shall be selected from the Host Chapter to represent him at the meetings and to perform tasks that must be done on a local basis.

The Meet Chief Judge is responsible for all matters pertaining to the actual judging of vehicles at the National Meet. He shall:

- a. Report regularly and work closely with BCA Chief Judge and Meet Chairman.
- b. Receive all judges registration forms.
- c. Predetermine the number of judges which will be needed.
- d. Work closely with the Registration Chairperson in verifying all vehicle registrations as to proper class.
- e. Review the prepared Vehicle Roster of all vehicles, establish classes and assign each vehicle to a class. Classes should be divided when entrants exceed 19.
- f. Establish the Judging Teams, Deputy Teams, Arbitration Team, Judging Administration Team and National Award Team.
- g. Prepare a Judges Roster according to team assignment and have copies prepared for distribution at the judges' breakfast.
- h. Co-preside over the judges' breakfast.
- i. Administer the judging of vehicles at the Meet.
- j. Be responsible for the announcement of award winners at the awards ceremony, as may be requested by the host chapter.
- k. Immediately following the Meet, forward a Judges Roster, Judges Participation Cards, Team Captain Reporting Form (with each judge's individual Category Work sheet attached), the Winner Record, and the vehicle roster to the BCA Office.
- l. Following the Meet, collect and transmit all evidence which supports or challenges statements of authenticity made in this manual or any other official BCA support document. All of this material should be forwarded to the BCA Chief Judge. If copies are not available, the name and address of the individual providing the documentation, the title of the publication, page number and nature of the correction should be stated, or it will not be included in any official BCA support document.

J. JUDGES RECORDS

The BCA began to keep records, beginning in 1989, of all those judges who have participated in National Meets. This information is used for assignment of judging responsibilities for future meets. Records are to be maintained by Chairman of Judges Records with copies to be provided to the Chief Judge, the BCA Office and the Meet Chief Judge of the next National Meet.

K. JUDGE'S RECOGNITION AWARD

Your effort and time expended in behalf of the membership is appreciated and acknowledged through the Judge's Recognition Award system. Experience points are earned through participation in BCA judging activities as follows:

- 1 point for attendance at judging school
- 1 point for field judging or judging administration
- 2 points for Captain assignment in field judging
- 2 points per year for membership in a National Judging committee
- 2 points for Arbitration Team assignment at a National Meet
- 2 points for head of Judging Administration (if different from Assistant Head Judge)
- 2 points for Head Judge at a regional meet using the 400 point system
- 3 points for Assistant Head Judge at a National Meet
- 4 points for Head Judge at a National Meet

Additional experience points are earned annually for serving in the following judging-related Board-appointed positions:

- 4 points per year for Chairman, Judges Training
- 4 points per year for National Chief Judge

- 2 points per year for Chairman of Judges Records
- 2 points per year of Chairman of Senior & Archival Records

National Meet points are not additive; if you are an Assistant Head Judge, you get 3 points, without 1 additional point as a judge. In other words, at a national Meet you receive credit for the judging activity with the highest point value, plus 1 point for attending the Judges Training School. In addition, points are earned annually for serving in one of the appointed positions listed above.

Judges with 1-9 experience point credits receive the National Judge Award, on blue background with the BCA logo. Judges with 10-24 experience point credits receive the Senior Judge Award on white background. Judges with 25-49 experience point credits receive the Master Judge Award on red background. Judges with 50-99 experience point credits receive the Senior Master Judge Award on green background. Judges with 100 or more experience credit points receive the Grand Master Judge Award on gold background.

L. THE JUDGES ROSTER

1. From the information mailed to the Meet Chief Judge by each prospective judge, the Meet Chief Judge will be responsible for assignments and the preparation of the Judges Roster. The roster is a listing of each judge and the task assigned at that particular meet. It shows every team and every official present at the meet, by assignment.
2. If possible, a judge who pre-registers for the meet should be assigned to the team requested. In some cases, this will not be possible, as more requests for a particular class are received than spots on the team. Second choices are then utilized in most cases with the same exception.
3. A team member shall never judge in a class where he/she or a family member has a vehicle registered or has a prejudicial interest in the vehicle to be judged.
4. Family members should not be placed on the same judging team. This includes spouses or parents and children.

5. There should be at least four judges per team, plus the Team Captain. In the event of small classes, a team may be assigned to judge more than one class. No judging team should have fewer than three members, plus the Team Captain. In some instances, very large classes may be split, with two judging teams being utilized when a class exceeds 20 vehicles.
6. Sufficient copies of the judges roster should be prepared for distribution at the judges breakfast. Additional copies will be required in the Judging Administration Office.
7. The Meet Chief Judge should prepare an alphabetical roster of judges **with their team assignments** for use in determining attendance at the breakfast and to assist in proper seating of teams.

M. SPECIAL REQUIREMENTS FOR THE JUDGING OF ENTRIES

1. The judging forms are designed to ensure a uniform system for scoring and judging all eligible BCA member-owned vehicles. They serve as a checklist to prevent duplication of deductions and to insure that the deductions are scored consistently with the standards prescribed by the BCA and its national judging guidelines.
2. Each vehicle should be judged for authenticity, workmanship and condition; however, points should not be deducted for subsequent addition of safety items specifically listed in section T, General Considerations. These items, if present, must be installed with good workmanship and be in good working condition.
3. All vehicles to be judged at National and Regional Meets must be owned by current members of the BCA.
4. All vehicles to be judged must have a UL approved fire extinguisher in an easily accessible place in the vehicle.
5. All vehicles to be judged must have safety glass unless they are unrestored original.
6. **Judges are instructed not to touch vehicles.** The owner, or authorized representative, must be present when the vehicle is being judged. The owner will provide all access to the vehicle as required by the judging team. The Owner/Judge should delegate a representative to perform this function.
7. All open vehicles must be shown with the top up. Side curtains must be available for viewing, but need not be installed. The same applies to the dust cover or boot.
8. The owner is responsible for demonstrating that the features of the vehicle being judged are authentic. In the event of uncertainties, the Meet Chief Judge of the meet will make the final determination of any point deductions.
9. Literature should be used for documentation purposes only. Literature is defined as factory or dealer material. Magazine ads, articles, etc., while interesting, do not constitute acceptable documentation.
10. No points should be deducted for damage that occurred enroute to the meet.

11. Accessories authenticity shall be defined as follows: Pre - 1943 accessories may be of after-market type, only if no competing Buick product was offered. They, or Buick options and accessories are acceptable as long as they are authentic to that year or era. 1946 or later vehicle accessories must be factory authorized Buick options only. Accessories should not add to point scores. Accessories should be judged for condition and whether they appear to be in good working order.
12. All vehicles that have been trailered to the meet must be unloaded off the show field proper and must be driven under their own power onto the show field. Vehicle trailers are not allowed on the show field.
13. The Assistant Head Judge coordinates scheduling and staffing of other participant events, such as Pre-Judging Qualification Checks, as he determines necessary. These must not interfere with the judging program contained in this manual.

It is requested that the host chapter for local or regional meets make available copies of the judging form if requested by an owner for his individual vehicle. The judging forms from a National Meet are to be sent to the National Office after the meet. An individual owner can get a copy of his or her judging form upon written request, by including a self-addressed stamped envelope, to the BCA National Office. This practice will allow an owner to improve his or her vehicle and support the BCA's basic premise of preserving or restoring vehicles to original factory condition.

N. THE BCA FORMAL JUDGING FORM

All vehicles are to be judged using one of BCA's two Formal Judging Forms. Classes A thru P are judged using the "traditional" Formal Judging Form while Classes Q and R are to be judged using the Modern Era Formal Judging Form. The judging form acts as a complete check list. Each team can judge uniformly from car to car, therefore the judging data can be more fairly compared from class to class and from year to year.

O. BASIC GUIDELINES FOR THE USE OF THE BCA FORMAL JUDGING FORM AND AWARD OF TROPHIES

A system of using a *Minimum Number of Points* for Gold, Silver and Bronze is necessary for fairness between cars, classes and meets. These minimums are: Gold 385, Silver 370, Bronze 355. The minimum point system assures the same high quality of Buick cars in all classes and at all meets from year to year.

The deduction method is used for the scoring system. It has the advantage of simplicity in that it is easier to count defects, tally them and subtract from the assigned perfect value than to count and add all the good points of a particular vehicle.

400 is the basis for the final (perfect) score.

P. AWARDS

CLASS JUDGING

Awards in class judging for all meets, be they Regional or National, utilizing the 400 point system, must be limited to three placings; Gold, Silver and Bronze in each class. Duplicate awards are required in the event of ties. Conversely, awards need not be made in all placings if not *warranted by the*

scoring and award rules. A vehicle that is judged in class for a Gold, Silver or Bronze award is ineligible to receive an Archival Award or a Drivers Award **at the same Meet**. Other awards may be given at the discretion of the host chapter, such as Long Distance, Hard Luck, Best of Show, etc. At National Meets utilizing the 400 point judging form, minimum point scores are required to qualify for awards of each placing status. The point score ranges for each category are:

Gold	385-400 Points
Silver	370-384 Points
Bronze	355-369 Points

A winner scoring 390 or above in class judging, **with no mandatory authenticity deductions**, shall be designated by the BCA as a **Senior car** and shall be judged as a Senior car ~~in~~ at future meets, where it may qualify to receive the BCA Senior Preservation Award.

JUDGING SENIOR VEHICLES

The Senior Award presented by the BCA is designated to honor those vehicles which have proven themselves to be the finest Buicks in their class. In order to qualify for the Senior Award, a vehicle must be judged at a BCA National Meet at which the 400 point judging form is utilized. The vehicle must attain a minimum of 390 points with no mandatory deductions. (ref. BCA Judging Form). Once a vehicle has been designated a Senior, it is ineligible to be judged in class for Senior or placement awards at subsequent National meets. However, upon conforming to the following guidelines a Senior vehicle may be judged and qualify for a BCA Preservation Award. Senior cars are to be judged by their class team under the 400 point judging system (using gold color judging forms). A vehicle must attain at least 370 points and have no mandatory deductions to receive the BCA Senior Preservation Award. If any Senior vehicle being judged at a National Meet does not achieve a score of 370 points or receives a mandatory deduction, it may be judged for a BCA Senior Preservation Award at future National meets. A Senior vehicle being judged for a Senior Preservation Award is ineligible to receive an Archival Award or Drivers Award **at the same Meet**.

Host chapters may use their own discretion to determine if BCA Senior cars may be judged for placement awards at regional and local meets.

ARCHIVAL (UNRESTORED) VEHICLE CLASS

The BCA recognizes and encourages the preservation of fine examples of unrestored Buicks. Once restored or replaced, the archival value of original features and materials is forever lost. Unrestored cars therefore provide an invaluable treasure and actual examples of Buick production. The BCA also encourages the display of these original vehicles as an accessible resource for restorers. To that end, the BCA has established a certification and award program for Archival vehicles more than 25 model years old entered in National Meets.

Vehicles entered in the Unrestored Class shall be declared at the time of registration and shall be judged solely on originality, and not on workmanship or condition. All Unrestored and Archival vehicles are to be parked in a separate class (Class U) and judged by a special team of experienced judges jointly selected by the Chief Judge and Head Judge. A car registered in the Unrestored Class is ineligible to receive a Class Award (Gold, Silver or Bronze), a Senior Preservation Award or a Drivers Award

. Records shall be kept of all such vehicles, as they are for Senior Buicks, so that the archival information may be retrieved.

Scoring

Archival vehicles will be judged in class by the regularly assigned class judging team for the class appropriate to the vehicle, and shall include the class' Deputy and Team Captain who shall assist the team judges in verifying originality of all components. Disputes shall be handled in the normal manner through the Arbitration Team. All other rules for owner contact and class judging shall apply to the judging of Archival vehicles. Archival entrants may be located on the show field with restored cars or in a separate area, at the discretion of the host chapter.

Unrestored cars are to be judged using the 400 point judging form (tan colored) to record scoring evaluation of each vehicle, and this form shall be retained by the BCA. All original (as delivered from the factory) components, including finish, shall receive no deduction, regardless of condition, so long as the original can be observed. Original components which have received spot repair, but with original areas visible, will be considered as original.

All authentic replacements which are not original shall receive a deduction of 50% of the points assigned to that category. This deduction would also apply to surfaces or components which are obscured by rust, dirt, grease, new paint, or undercoating, to the extent that the original features are not visible. All ½ point scores resulting from this deduction shall be rounded up to the next whole-point score. Otherwise, all non-original replacements receive the maximum deduction.

Awards

All unrestored vehicles scoring 350 or more points shall receive the Archival Award. An owner displaying a winning vehicle for the first time shall receive the Archival Award plaque, together with the Tri-shield tile inscribed with the year of the award. Subsequent awards for the same vehicle will be of the Tri-shield tile. The Archival Award badge, which is to be affixed to and remain with the vehicle, shall be provided only with the initial Archival Award to each vehicle upon completion of the Archival Award Registration Form.

An Archival Award vehicle must be declared as such when re-entering judging at subsequent National Meets, providing the year of the initial award and any other identifying information that may be required by the Head Judge, but as a minimum the year, model, and vehicle identification number (VIN). Archival Award cars are to be judged in the same manner as Unrestored cars, except using a green colored 400-point judging form to record the results so as to distinguish them as previous award winners. If the entrant is a new owner, it should be indicated on the application to enable your receipt of your Archival Award Plaque, which is awarded once for each vehicle to each owner.

BUICK NATIONAL DRIVEN AWARD

These changes will apply to all National Meets beginning with 2018 and forward. The BOD approved these changes on April 25, 2016. The Buick National Driven Award exists to encourage the driving of Buick automobiles to the Buick National and give recognition to those cars doing so when they satisfy the requirements set out below:

Award Display: Each Buick awarded a Buick National Driven Award should display the award on or in the vehicle as desired. The Buick National Driven Award shall not be displayed on another vehicle but only on the vehicle receiving the Award.

In the interest of making the driven award available to all Buicks which are driven to a National Meet, the award is changed from a judged class, to a registration process. There will no longer be a Driven Class on the show field. Vehicles which meet the qualifications may receive the driven award in addition to any class awards. The qualifications for the driven award are:

- 1. The registrant must be a member of the BCA in good standing. This includes Members at Large if the Meet allows the same to register.*
- 2. The vehicle must be registered in any one of the other available classifications, including, but not limited to, 400 Point, Archival, Modified, Race car, Professional car and/or Display. All Driven Award Buicks must be at least 12 years old.*
- 3. The registrant must choose the Driven Award option during the stated pre-registration period, and remit the appropriate fee.*
- 4. The vehicle must have been driven at least 75% of the distance between the registrant's point of departure and the Meet location.*
- 5. The member must sign a form stating that these items were met.*

It is desirable to have the driven awards delivered on the show field, but the award may be delivered by any means designated by the organizers of the individual National Meets.

To explain these qualifications further, please note: Members at Large are considered BCA members for the duration of the event in progress. Therefore they should have access to the driven award along with regular members.

By requiring registration of the vehicle in any other class, the driven award is only available to Buicks

eligible to be on the show field. Specifically, this pertains to the age cut off for vehicle year of manufacture. If a vehicle does not qualify for the class requested, then the vehicle is ineligible for the driven award.

It is the intent to have a stated cutoff date on the Meet Registration form for this award. This cutoff date is determined by the organizer of the individual meet, but must be a minimum of 30 days before the general registration cutoff date. This extra time is to arrange for the procurement of sufficient awards for this class.

The 75% minimum driven distance is to allow for unforeseen circumstances which render the vehicle temporarily inoperative or unsafe for road use. Exceptions will be allowed upon the judgment of the National Chief Judge or his/her designee.

MODIFIED VEHICLE DIVISION

In modified judging there are 4 classes.

- 1. MILD class includes Buicks with only minor changes to the body, interior changes, NO ENGINE swaps, but stock engine upgrades are allowed, including intake manifold, carburetor, ignition, and exhaust system. Installation of air conditioning and sound systems are allowed, along with changes to brakes, wheels and tires.*
- 2. RESTO-ROD class includes Buicks that appear to be stock on the outside, but have been repowered with later engines, preferably Buick engines. There is a mandatory 100-point deduction for the use of a non-Buick engine. The suspension, brakes, interior and some body changes are allowed in this class. The class would fit cars from the 1920's through 1960's.*
- 3. RADICAL class would include any Buick that has had major body changes, chopped, channeled, bumpers removed, and drastic changes to the interior, repowered, (the non-Buick engine rule applies in this class too) suspension, brakes and chassis changes are allowed.*
- 4. DRIVEN class is for Buicks that are 25 years old and have minor changes that would keep them out of the other Driven Class. We allow 12-volt conversions, alternators, minor sound system upgrades, and minor engine dress up items, dual exhaust, wheels and tire upgrades. There is a separate judging form for this class which must be signed by the owner declaring that the Buick is basically the way it left the factory with only the minor allowable changes made. The qualifying entries in this class are awarded a grille badge on the show field.*

ENGINES In Resto-rod and Radical classes, the subject of engine replacement is always an issue. A lot of Chevrolet engines are installed in Buicks in these classes. In the mid-1970s GM was using engines sourced from various GM Divisions and some of these engines were used in Buick vehicles. The modified judging rules are specific about this. If the Buick being modified is older than a 1977 model, it must have a Buick produced engine installed or be subject to a mandatory 100 point deduction. In cars produced by Buick from 1977 on, any engine that was available in a Buick may

be used. This would include Pontiac 301 V8, Oldsmobile 307 Buick Club of America Modified Judging Page 3 V8, 350 V8, 403 V8, Chevrolet 305 V8, 5.7 V8 and LT1 V8. Buick 231 V6, and 3.8 V8. Please note that the big block Chevrolet engine was NEVER available in a Buick, nor was the 389 V8, 421 V8 Pontiac engine, nor the 455 V8 Oldsmobile, no Cadillac produced engines were available either.

The format for judging the first three modified classes is really simple. When the owner of the modified Buick registers for a National meet and modified judging is selected, the owner is mailed a judging form and a letter welcoming him/her to the meet and explaining how to complete the judging form by circling each area on the judging form that applies to the changes on the Buick. This form will be collected at the meet registration.

The modified judging only requires 2 judges per team, as there is only one judging form to complete. The team approaches each Buick and introduces themselves to the owner if present. They then find on the judging sheet each modification as indicated by the owner and then inspects and assesses points from 1 to the maximum allowable in each category based on difficulty, cleanliness, originality, workmanship. When the judging of the Buick is complete a colored dot is added to the windshield card. Modified judging also requires a separate administration team who totals and checks the points awarded by the judges. None of the modified judging forms are turned into the 400-point administration under the current system. They are kept by the modified division. Buick Club of America Modified Judging. When the judging is completed and the judging team captain has signed all the forms, they are collected by the Modified Chief Judge and taken to the admin desk where the totaling is performed. The Modified Chief Judge then allocates the three award recipients in each class by the number of points awarded. A form is completed showing the results and names of the Gold, Silver and Bronze awards in each class and this is turned into Judging Administration at the meet. A copy of the winners list is sent to the BCA Office and the Bugle editor after the meet. The Modified Chief Judge may give out the modified awards at the Banquet.

Q. REGISTRATION

1. All vehicles entering a BCA National Meet must register on the official National Meet Registration Form published in the **Buick Bugle**.
2. No changes in the registration form will be accepted after the deadline has passed. All vehicles will be listed in the official meet roster in order to be accepted for judging. The Head Judge will have final authority in this matter.
3. Any change made in the windshield identification card must be approved by the Head Judge. Any unauthorized changes shall be considered as grounds for disqualification from class judging competition.
4. The registration Chairperson will deliver all registration materials to the Judging Administration Office no later than 11:30 a.m. including the "no-show" packets.
5. The registration form for all point judged vehicles will be verified for current membership of the owner and consistency of the registered car with the car on field.

6. No vehicle to be judged will be allowed on the judging field without being pre-registered.
7. All entrants arriving after the designated deadline without just cause will not be allowed on the judging field and accepted for judging except at the discretion of the Meet Judge, Team Captain and Registration Chairperson. In the event that a late arrival is approved, the Meet Judge shall inform the Deputy Head Judge and Judging Administration respectively.
8. If a vehicle is disqualified, the Team Captain will mark the windshield card as such and note the reason on the back of the card and the judging sheet.

R. FIELD JUDGING PROCEDURES

1. Judging School

A judging school shall be held at a time and place arranged by the Assistant Head Judge on the day prior to the National Meet. The program and presentation shall be arranged by the BCA Chair of Judges Training. See Appendix VI. All registered judges shall be notified of the time and place of the judging school.

2. Judges Breakfast

- a. A Judges (sit-down) Breakfast shall be scheduled for the morning of the meet. The purpose of the Judges Breakfast is the assignment of judging responsibilities for the meet. **All judges must attend the Judges Breakfast to receive their assignments.** Assigned judges who fail to attend the Judges Breakfast and complete their judging assignments without prior notification to the Head Judge shall suffer the loss of one judging credit.
 - b. The Judges Breakfast should be located as near as is practical to the judging field, as judges will have to walk from the breakfast to the field to begin team judging immediately following the breakfast.
 - c. The location and menu is to be selected by the Assistant Head Judge, as representative of the host chapter. The cost is to be approved and borne by the sponsoring host chapter.
 - d. The breakfast tables will be identified with signs which will be used by Team Judges, Deputies and Judging Administration to locate their teams. Judges are to locate their proper team from the roster and seat themselves with their team.
 - e. The Head Judge will preside over the Judges Breakfast, introduce national officers in attendance, make announcements of additions and corrections to the Judges Roster and place unassigned judges in available openings in judging teams.
 - f. The Assistant Head Judge shall introduce local chapter officials, direct judges as to the location of the judging field and Judging Administration Offices and assist the Head Judge in answering questions which arise from the floor.
3. Pre-Qualification Operational Check
 - a. All cars judged under the 400-point system (Classes A thru R) must complete the Pre-Qualification Operational Check prior to field judging. A current State inspection certification does **not** exempt a vehicle from this Pre-Qualification Check, which is an integral part of the judging process. Vehicles registered in the Unrestored, Drivers, and Modified Classes are **not** subject to the Pre-Qualification Operational Check.

- b. The check team should verify that the upper left front portion of the judging form has been completed.
- c. Gas lamps are **not** included in the operational check.
- d. Owners may elect to have their cars re-checked in the event of a failure. The vehicle may leave the check area for repairs and return for re-checking after the failure has been corrected.
- e. Deductions, if any, should be recorded in the upper right front portion of the judging form. The checker should enter his/her initials on the line provided.
- f. The check team should collect the judging form after the check has been completed. All collected judging forms should be given to Assistant Head Judge for later distribution to the field judging teams.

3. Field Judging

- a. Registration will check off each vehicle as it enters the field against the official roster and give each owner a packet of registration materials which includes the judging form, class assignment and window card. Registration will move the registration card from the "pre-registered" file to the "attending" file, by class.
- b. The owner shall immediately remove the window card from the packet and affix it to the windshield (passenger side) so that it is visible to the parking staff who will direct it to the proper class location on the judging field.
- c. At the start of judging, registration will transfer the files of "attending" and "no-show" vehicles to Judging Administration.
- d. The owner of each vehicle will complete the upper left front portion of the judging form, mount the window card to the windshield and proceed through the Pre-Qualification Check process, receiving a validation endorsement.
- e. The Team Captain, prior to the designated time, should check the complete class, check vehicles present against his pre-registration list, check the cars for correctness of class assignment and make team assignments to judge each of the four categories. He/she should report any missing vehicles to the assigned Deputy.
- f. When judging a car, the Team Captain shall obtain from the owner the completed judging form, check the correctness, completeness and legibility of the information provided and make additions and corrections as required. He/she should record the entry number and owner on lower right rear of the judging form in the area provided, and confirm the Pre-Qualification Check endorsement.
- g. In the interim the team shall begin their evaluation and observation of the vehicles. **This phase should take no longer than 5 - 10 minutes per vehicle.** A longer time will result in an over-critical evaluation or killing the car. The Team Captain is responsible to see that judging is performed expeditiously and fairly.
- h. Data to be completed on the judging form by the Team Captain:
 - i. Verify that the point deduction reported by the judge is for the car on the judging form being marked.
 - ii. Each of the four columns on the judging form must show all of the point deductions for each incorrect item. Authenticity, Workmanship, Condition

notations and comments should be written when required or appropriate.

- iii. Circled items shown in each column are mandatory deductions and the full amount shown within the circle must be taken as the deduction.
- iv. Each of the four columns must be totaled and double checked. The entries in the four columns must be totaled and double checked.
- v. The point totals from each of the four columns and the Pre-Qualification Check must be totaled and subtracted from 400, giving a final score for that vehicle. The final score is entered in the box in the lower left corner of the back of the form. ***This function is performed prior to moving on to the next vehicle.***
- vi. After the judging form has been completed, a "judged" label is affixed **to the window card only.**
- vii. Senior Preservation and Archival vehicles are judged first. The forms for class judged cars should be arranged with the highest point vehicle on top, down to the lowest point vehicle. The correct placement of winners can then be determined using the point scoring system described in Section P. Review in your mind the fairness of the selections.
- viii. Double check all entries on the judging form as it is the official record for that vehicle and also the basis for determining winners of National Awards.
- ix. Any mathematical errors should be corrected and initialed in ink by the Team Captain and Deputy Judge.
- i. When the judging is completed, the Deputy Team is summoned.
- j. The Deputies and Team Captain each check the point addition totals for correctness, double check any mandatory deductions, and check for fairness in judging. When satisfied that all information is correct and complete, endorse the judging form.
- k. The team proceeds together with completed and signed judging forms to Judging Administration.
- l. The Team Captain collects the completed judge's participation cards from all team members, completes the Team Captain's evaluation form and delivers them, together with the completed judging forms to Judging Administration.
- m. Judging Administration receives the completed forms and while the Team Captain is present, checks all forms for completeness, mandatory deductions, fire extinguisher and safety glass notations, totals and signatures.
- n. Judging Administration checks the forms for completeness and signatures, gives the Team Captain the judge's participation awards for the team and discharges the judging team if all is in order.
- o. A file will be created which includes the Team Captain's report form and the individual team judges' work sheets for each category. To this file will be added the Deputies' evaluations of the Team Captains and the Head judge's evaluation of the Deputies.
- p. The point totals and vehicle score on each vehicle will be verified.

- q. The vehicle registration card information will be checked against the vehicle judging form. Discrepancies in essential information may result in disqualification.
- r. Awards will be assigned on the basis of point score for all qualifying vehicles in the class.
- s. Winners and non-winners will be placed in order by point score and filed by class.
- t. A typed list of awards (without individual scores) is made for each class. One original and two copies are made of this list, one list for use of the Head Judge at the awards ceremony, one for the host chapter and one for the BCA. The Head Judge is responsible for the custody and confidentiality of the winners until announced.
- u. The typed list is checked against the judging sheet file by the Head Judge and Assistant Head Judge for completeness and correctness. If complete and correct they shall each sign the typed list.

S. SPECIAL INSTRUCTIONS AND NOTES:

1. The registration cards should be filed by class and alphabetically within class.
2. All vehicles entered in a National Meet will be required to remain on the judging field until 3:00 p.m. or until the judging team has completed its work, whichever is **later**. Vehicles leaving prior to 3:00 p.m., without permission of the Head Judge, will be disqualified.
3. Judging Administration Office supplies are to be provided by the Host Chapter, also lunch and refreshments for the Judging Administration Team. (See list of supplies and instructions in Appendix V)
4. Judging will begin promptly at the designated and published time. All judges and Deputies will have reported to their teams by that time.
5. **All teams will act in concert. Teams shall complete the judging and judging form of each car before moving to the next.** The Team Captains shall briefly examine all aspects of each vehicle while his or her team is at work in order to instruct and to check each team member's evaluation.
6. **Team members should not touch the vehicle.** Hoods and doors are to be opened for examination by the owner or his/her designated representative. Observation of the interior is to be performed outside the vehicle.
7. Smoking, eating or drinking are prohibited while judging a vehicle.
8. The "judged" stickers are to be placed on the windshield card and never on the glass or paint of the vehicle.
9. To present the proper impression, judges should be businesslike, efficient and knowledgeable. Conversations with the owners should be conducted **only by the Team Captain**.
10. All vehicles must be driven onto the field under their own power, but are not run during judging. Other components may be checked for operation during Pre-Judging Qualification Checks, but not on the judging field.
11. Comments and discussions should not be overheard by those not on the judging team.

T. GUIDELINES FOR JUDGES:

HOW TO JUDGE A VEHICLE

All BCA members should be familiar with the BCA Judging Handbook and judging forms to better understand and prepare for judged competition. Reference to this material during the restoration process can provide guidance as well. All judges should review this material frequently. A judge who waits until the morning of a show to review the judging guidelines does a disservice to fellow club members.

A judge must, above all else, strive to be fair and unbiased. A judge is representative of the BCA and is viewed and trusted by those judged to be a knowledgeable expert who will judge vehicles impartially, carefully and with consideration. Judges are expected to recognize that **all cars are to be compared to factory original and to be consistent in deductions for all cars in class. Each category should be judged against factory original condition during the judging process. Points are to be deducted proportionately to the degree of the defect when the judged area is less than factory original condition.** Judges should also adhere to the following: When a mandatory deduction is found by the judging team, the Team Captain shall notify the owner so that he can agree that the mandatory deduction is appropriate or that he has documentation to show that the item in question is in fact correct.

FIRE EXTINGUISHER

The car should not be judged if an operational UL approved fire extinguisher is not displayed.

SAFETY GLASS

A restored car can not be judged if it does not have safety glass in the windshield.

GENERAL CONSIDERATIONS

1. Each vehicle should be judged for authenticity, workmanship, and condition; however, points should not be deducted for subsequent addition of safety items specifically listed below in this Judging Handbook. These items, if present, must be installed with good workmanship, and be in good working condition.
2. Non-authentic safety items are acceptable if unobtrusive, and installed with good workmanship. Such items could include:
 - a. Turn signals
 - b. Outside rear view mirrors
 - c. Seat belts
 - d. Battery shut off switches
 - e. Auxiliary assist devices for handicapped drivers.
 - f. Wheel weights, if unpainted and applied in a neat and proper fashion.
 - g. Fire safety apparatus, including the mandatory extinguisher.
3. The owner, or authorized representative, must be present when the vehicle is being judged. The owner will provide all access to the vehicle as required by the judging team.
4. All vehicles to be judged must have safety glass at least in the windshield unless they are unrestored original.
5. All open vehicles must be shown with the top up. Side curtains must be available for viewing, but need not be installed. The same applies to the dust cover or boot.

6. The owner is responsible for demonstrating that the features of the vehicle being judged are authentic. In the event of uncertainties, the Head Judge will make the final determination of any point deductions.
7. Literature should be used for documentation purposes only. Literature is defined as factory or dealer material. Magazine ads, articles, etc., while interesting, do not constitute acceptable documentation.
8. No points should be deducted for damage that occurred enroute to the meet.
9. Authenticity of accessories shall be defined as follows: Pre 1943 accessories may be of after market type only if no competing Buick product was offered. They, or Buick options and accessories are acceptable as long as they are authentic to that year or model. 1946 or later vehicle accessories must be factory authorized Buick options only. Accessories do not add to point scores. Each accessory should be judged for condition, authenticity and workmanship. Any point deductions warranted should be taken under the Accessories category.
- 10 All vehicles that have been trailered to the meet must be unloaded off the show field proper, and must be driven under their own power onto the show field. Vehicle trailers are not allowed on the show field.

JUDGES COMMENTS

This area of the form is intended to permit judges to note items and reasons for significant deductions in order to support the premise that judging is a learning experience. It is neither intended, desired or required that commentary be placed on each or every line to support point deductions. On minor deductions, judges must note whether points were deducted for authenticity (a), workmanship (w), or condition (c) by placing the appropriate letter in the A W C column.

JUDGING THE CHASSIS

The judge should not crawl under the car when judging the chassis. Inspection of the undercarriage may be accomplished by kneeling at front, rear, and at strategic points along the sides of the car to perform the necessary observations. Flashlights and other aids are not to be used in the BCA judging process.

a. Bumpers / Guards

Check the condition of chrome, authenticity, finish and trim. Bumpers should show painted accents where required. No points should be deducted for year and model factory authorized bumperettes. 1928: First use of chrome plating.

b. Suspension / Steering

Check for correctness of steering gear, style of grease fittings or oil cups installed, excessive amount of lube and cleanliness. Springs and shocks must be authentic and no helper springs may be installed or removed. No points are to be deducted for original factory authorized towing package if available in year of manufacture. Check for proper grease fittings throughout; 1920: First use of Alemite pin-type, bayonet-lock grease fittings. 1923: First use of zerk push-type grease fittings. Late 1933: First use of ball-end grease fittings. 1946: First use of bolts with strength marks on head. Earlier years could have letters or numbers on head.

c. Transmission / Driveline

Check for excess oil and grease, leaks and finish of driveline parts. Check grease fittings for proper type and excess lube.

d. Non-Authentic Transmission / Driveline (Mandatory deduction)

Non-authentic transmission / overdrive is a mandatory 4 point deduction.

e. Frame

Check for non-authentic modifications, condition and correct paint color. Although not encouraged, no points will be deducted for appropriate type undercoating applied to frame, floorpans and sheet metal in a workmanlike fashion on cars of the era. Check for poor workmanship hidden by undercoating.

f. Fuel Tank

Correct size, style, appearance of finish, placement and absence of severe dents.

g. Brakes / Cables / Lines

Correct style brakes, drums, power booster and / or cables / rods. No points should be deducted for stainless steel brake lines. Check for proper routing. 1924: First front (4-wheel) brakes. 1936: First hydraulic brakes.

h. Exhaust System

Check for correct size, style of muffler, resonators, exhaust pipes, manifolds, heat risers, catalytic converters, and headers. No points are to be deducted for surface rust and modern high temperature coatings which protect the system. Points should be deducted for condition, non-authentic cutouts and end tips.

i. Tires - Type

Check tires for correct type (radial/ bias-ply) and whitewall width. One point is deducted for each tire which was not a factory authorized option for model and year.

j. Tires - Size

Check tires for correct size for year and model. One point is deducted for each non-authentically sized tire.

k. Tires - Condition

Check tire tread pattern; tires should match in pairs. Spare tire may not match any pair of tires on car, but if two spares are carried, they must match. Points should be deducted for excessive wear, dirt, or damage. Non-authentic tires are not judged for condition.

l. Tire Carrier and Cover

Check for correct hardware, covers and accessories for trunk, side-mount or rear spare tires.

m. Tire Valves / Stems / Caps / Covers

Check for correct type for year of manufacture; valves, caps and stem covers (early years). Points should be deducted for painted stems and weights. Hubcaps and wheelcovers must match and be correct for year and model. 1932: First rubber valve stems. 1951: First plastic valve caps.

n. Non-Authentic Wheels (Mandatory deduction)

Check for correct wheels and / or rims for year and model. On newer cars sport wheels may be on car, but spare may be original steel rim. Incorrect wheels result in a mandatory 10 point deduction.

o. Wheels / Trim

Check condition of wheels. Points should be deducted for cracks in wood wheels, pits in metal, particularly on snap rings and steel spokes, for excessive paint chips and spalls around the rims. Beauty rings, pin striping, etc. should be correct for year and model.

JUDGING THE ENGINE

Have the owner open the hood for you. Inspect all components for cleanliness and finish. Look for gasoline stains, deteriorated

finish, excess oil, grime, extra holes, water leaks, and condition of belts. Maximum point deductions should be made only when a component is missing or non-authentic.

a. Block / Head / Crank Case

Check for correct block, heads and oil pans, and / or dust shields for model and year, and for condition, cleanliness, and overall appearance.

b. Manifolds

Check that manifolds are correct for model and year and for condition, cleanliness, and overall appearance. No point deduction should be made for heat discolored manifolds. Exhaust systems were not originally painted. Surface rust or painted finish will not receive a point deduction, however, deteriorated or pitted systems did not come that way from the factory. Stainless exhaust systems should be considered as over-restoration, and should receive no deduction if having the appearance of the original and if in good condition.

c. Non-Authentic Engine (Mandatory deduction)

A full 10 point deduction will be made if engine is non-authentic for year and model.

d. Non-Authentic Color (Mandatory deduction)

Ref: Appendix X

A full 5 point deduction will be made if color is non-authentic for year and model. No point deductions should be made for variation in shade of color or for engines made the year of a color change if the color used was on the previous or following year's model.

e. Tags and Decals

Check that tags and decals are present, legible, properly mounted and correct for year, model and/or accessories.

f. Starter and / or Hand Crank

Check that starter is correct for year and model. Point deductions should be made for starters installed on early cars that were not originally so equipped. Hand crank must be visible or a point deduction should be made. No points should be deducted for a leather crank holder. 1914: First Delco self starter.

g. Generator / Voltage Regulator / Distributor / Magneto

Points should be deducted for improper size, style and color for model and year and for generators installed on cars that were not originally so equipped. First Delcotron alternators used in May, 1962 on models with air conditioning only.

h. Wiring / Cables / Coils / Spark Plugs

Points should be deducted for incorrect wiring size, type, loom material, connectors, coverings and clips. Also for incorrect coil, battery connectors, and spark plugs. 1956: First year for cadmium plated spark plugs.

i. Battery/Hold Down

Check for correct size, style and "Look" for year and model. A one point deduction should be made for incorrect battery manufacturer. Batteries for older models may be of modern manufacture. Batteries in all models after 1924 are of DELCO manufacture. Batteries supplied at the factory were of the liquid fill type. Optional maintenance free D89 batteries were available in 1973. Freedom II batteries were first used in 1977.

j. Fuel Pumps / Lines and Vacuum Tank

Points should be deducted for leaks, condition and authenticity. Point deductions should be made for electric fuel pump installation if found. The appearance of fuel system should be correct and operational.

k. Carburetor

Check for correct size and type for model and year. On modern cars, deduction for incorrect aspiration/induction equipment should be made here.

l. Water Pump

Check that the water pump is visually as installed by manufacturer.

m. Hoses

Points will be deducted for condition and also for flex hoses if not original factory installed type.

n. Hose Clamps

Up to a maximum of 5 points should be deducted for non-authentic style clamps. No points will be deducted for authentic style stainless clamps or non-Buick script clamps if correct type for model and year. 1921: First use of lock-roll hose clamps. 1946: First use of tower-type hose clamps on radiator and water pump hoses only. 1949: First use of tower-type hose clamps on heater hoses. 1955: First use of worm type clamp.

o. Belts and Fans

Check for original equipment for model and year. Point deductions should be made for missing clutch fan assembly if original factory item.

p. Radiator Core

Up to a maximum of 3 points should be deducted for non-authentic fin pattern. Point deductions should also be made for condition and workmanship.

q. Radiator Cap

No points will be deducted unless cap is rusted, missing or wrong type. Early cars with a radiator ornament receive no point deduction here.

r. Firewall

Check for original color. Points should be deducted for extra holes, brackets and accessories unless they were a pre-war dealer option or post-war factory option for year of manufacture.

s. Hood Insulation (as original)

Points will be deducted for condition and authenticity of insulation on cars requiring hood insulation. A maximum deduction could be made for missing insulation if required for year and model.

t. Splash Pans and / or Belly Pans

Check that all pans are installed and have correct finish as factory original. Point deductions should be made for excessive road dirt and / or rust.

u. Ducts and Tubing

Check for correct size, style, color and placement.

v. Oil Filter and Air Cleaner

Check that they are visually correct for model and year of manufacture. Points should be deducted for incorrect brand or decals.

w. Air Conditioning System/ Power Accessories / Heater / Wiper-Washer Equipment / Horn

On post-war cars points should be deducted for non-factory or dealer authorized options. When Buick offered an option, prior to 1943, we should only accept the Buick option. If there was not a Buick option, then no points will be deducted for dealer installed options if correct for model and year. 1952: First use of power steering on Roadmaster and Super only. 1953: First use of hydraulic power brakes. 1953: First factory air conditioning, models 52, 56R, 72, 76R.

JUDGING THE INTERIOR

When judging the interior, the owner is to provide access, however the judge does not enter the vehicle, touch anything, and must refrain from smoking or eating or drinking while judging.

a. Headliner (Closed Cars only)

Points should be deducted for incorrect color of upholstery and / or material and style for model and year. Also for fit, wrinkles, condition of welting and lace, and hiding of installation nails in older cars.

b. Rear Window Shelf / Well

Up to 3 points should be deducted for worn, damaged or incorrect rear window shelf for closed cars and for worn, damaged or wrong material used in the rear window well in open cars. A maximum of 3 points will be deducted for missing rear window shelf or rear window well if required for year and model.

c. Door Panels / Side Panels & Seat Cushions / Rests

Points should be deducted for incorrect material, fit, pleating, welting, shaping, trim, piping, and condition. Check door and side panels for correct fit, stitching or heat-sealing designs, pockets, trim pieces, and kick panels.

d. Non-Authentic Upholstery Fabric (Mandatory deduction)

A mandatory 5 point deduction will be made if upholstery material and pattern do not appear as original. Special ordered materials will be treated as authentic only if the specific vehicle being judged was ordered from the factory with this material and the owner can provide documentation proving his/her car was special-ordered in this manner. Use of seat covers must be documented as a factory accessory, and is not a substitute for faulty upholstery. If factory authentication of seat covers is not provided, vehicles shall be judged with the seat covers removed. 1949: First availability of nylon as an interior fabric. 1953: First use of vinyl interior materials.

e. Non-Authentic Upholstery Color (Mandatory deduction)

A mandatory 5 point deduction will be made if upholstery color is not correct for exterior paint color or year and model of car. Special ordered colors will be treated as authentic only if the specific vehicle being judged was ordered from the factory with this color and the owner can provide documentation proving his/her car was special-ordered in this manner.

f. Upholstery - Fit / Application / Condition

Check for look (pleats or mode of application), fit, condition or quality of workmanship.

g. Carpets / Mats / Sill Plates

Points will be deducted for condition, finish and authenticity of sill plates and carpet style, binding, fit, and fasteners. No points should be deducted in pre-war cars for correct style front carpet that replaces a rubber mat if available as a factory authorized option. 1949: first use of loop pile carpet in Estate Wagon.

h. Window Frames (Interior)

Points will be deducted for incorrect finish of garnish moldings, fit and condition of rubber and / or welting. 1935: First use of phillips (cross-head) screws.

i. Steering Wheel

Points should be deducted for cracks, color and condition. A maximum point deduction will be made for wrong or non-factory covered steering wheel.

j. Pedals / Levers / Handles / Knobs

Points should be deducted for bad plating or finish, incorrect type, color or finish for year and model. Also points should be deducted for incorrect or worn rubber, vinyl, or leather covers for gear shift or brake, clutch, and gas pedals.

k. Dashboard and / or Console

Points will be deducted for incorrect fit, finish, color, and accessories. Also for exposed or incorrect wiring and poor workmanship.

l. Instruments

Points should be deducted for any non-factory installed instruments, missing gauges and fogged, scratched or cracked lenses.

m. Inside Mirrors / Glass

Points will be deducted for condition and incorrect type, finish, and / or style.

n. Trunk Interior / Jack / Tools

Check trunk lining and mat for correct material and pattern. Points should be deducted for incorrect or missing floor mats, paint, tool covers, holders and incorrect installation of hardware for tools and jacks. Also for weatherstripping condition and / or leaks.

o. Accessories

No points will be deducted for mounting a fire extinguisher if done in a workmanlike manner. (Also see exterior accessories.)

TOP, SOFT

No points should be deducted unless car being judged is a convertible. Check that top is correct for model and year. No points should be deducted on pre-war cars for tops as manufactured by factory authorized suppliers.

p. Down or Missing (Mandatory deduction)

Owner must have top up or the mandatory 15 point deduction will be taken.

q. Condition

Points will be deducted for wear, wrinkles and sags in the top. Remember that original factory tops had "some" wrinkles and sags.

r. Non-Authentic Material (Mandatory deduction)

The mandatory 10 point deduction should be made for all cars that have the wrong material or top color for model, body color and year. 1953-54 Skylark models used a special Orlon top material. Research has failed to document authoritative examples. Therefore, until such time as a suitable replacement is available, no points shall be deducted on 1953-54 Skylarks for the use of cloth or vinyl materials simulating woven cloth providing style of assembly and workmanship are correct.

s. Trim / Bindings / Fasteners

Check for correct type, finish, quantity and correct placement.

t. Top Irons

Points should be deducted for incorrect or bad plating and/or paint and for wear, tears or gaps in bow coverings and listing strips.

u. Top Boot / Side Curtains

Check condition, fastener type and authenticity.

v. Non-Authentic Boots / Curtains or Missing (Mandatory deduction)

If the car being judged was originally equipped with these items they must be available for inspection if not installed or a full mandatory 5 point deduction will be made. Also this deduction will be made if the items are not correct for year and model, if they do not match the top material or are not correct for exterior color of car. No points will be deducted for plastic windows in side curtains until an isinglass substitute is available.

w. Non-Authentic Back Window (Mandatory deduction)

A mandatory 4 point deduction will be made for incorrect material such as glass instead of vinyl rear window. Other non-mandatory deductions will be taken for size, placement, bindings, material and style for model and year.

JUDGING THE EXTERIOR

First do a quick walk around of the car. Check each of the components (fenders, doors, hood, etc.), the color scheme and presence of items which should not be there, as well as absence of things which should be there. Make a mental note of any discrepancies. If in doubt, discuss them with your Team Captain. If necessary the Team Captain should ask the owner for documentation while you are judging the details. Check for authenticity, condition, workmanship and maintenance.

a. Body (Fit and Quality of Metal Work) Doors - Fenders / Quarter Panels - Hood - Trunk / Trunk Lid - Cowl

Each of the body components should be judged in the following area. Judges should consider the degree to which a defect may be less than factory original when assigning point deductions. Check for even spacing and proper alignment around all doors, hood, windshield, trunk, and fenders. Striping, moldings and belt lines should all line up. Check closed cars for improper restoration of the rain gutters. Points should be deducted if dents or ripples are more noticeable than factory original. No points should be deducted for year of manufacture dealer option trunks on pre-war cars. Use of non-authentic materials for repairs, such as body lead or plastic, is not encouraged. However, point deduction will be taken only if these repairs are observed without the use of testing methods to determine their composition. 1946: First use of strength marks on bolt heads. Earlier years may have letter or number markings.

b. Running Boards / Rocker Panels

Check for correct style rubber or linoleum and / or trim. Mats should be in good condition and garnish moldings and mats should fit precisely. No points should be deducted for aluminum authentic reproduction trim on pre-war cars. No point deduction should be made for factory option step plates on pre-war cars. Rocker panels may have points deducted for ripples, rust, dents, missing trim, etc.

c. Exterior Trim and Striping

Look at chrome as well as stainless moldings, stone guards, splash guards and grille. Plating should be of the proper type and should be applied to the proper areas only. Parts and trim should be properly finished and smoothed prior to plating. Check for pits, blisters, cracks and corrosion. On die cast parts check for removal of detail and correctly painted accent areas if applicable. On stainless trim check for dents and surface polish. Check brass and nickel-plated items for stress cracks. 1927: First metallic paint used only in trim, striping. 1928: Chrome plating. 1936: First use of metallic body paint finish, except for Velasquez Silver on 1929.

On pre-war cars no points should be deducted for year and model dealer option pin striping and garnish molding color changes. On newer cars no point deductions should be made for tape striping if offered for year and model by the manufacturer.

d. Beading and Welting

Points are to be deducted for improper type, placement, fit and / or wear.

e. Hardtop / Paint / Fabric / Vinyl

Check for condition; excessive ripples, waves, or fabric wear and proper fit around windows and trim. On cars with vinyl tops, check the top material for material type and installation.

f. Non-Authentic color (Mandatory deduction)

A mandatory 10 point deduction must be made if paint color is not authentic for year, or model. A slight variation of shade is acceptable and no point deduction should be made. . Special ordered colors and color combinations will be treated as authentic only if the specific vehicle being judged was ordered from the factory with this color or color combination and the owner can provide documentation proving his/her car was special-ordered in this manner. If paint looks as original no point deduction should be made for the type of paint. Paint colors applied may be in any color combination and location available from the factory for that model and year and need not be the color originally applied to that particular car. Paint should be of the type originally applied or have the appearance of the original finish. For example, alkyd enamel does not look like lacquer.

g. Paint / Detailing / Condition

Check for workmanship, condition and maintenance of the finish. Points should be deducted for excessive orange peel, over-spray, over-rubbing, sanding scratches, difference in color between panels, fish eyes, cracks, crazing, blisters, dull finish, chalking, excessive chips, touch up areas and poor masking. Points may be deducted for anything that detracts from the finish of the car but the judge should not make an intensive search for painting or maintenance defects.

FRONT END

h. Radiator Shell

Check for correct finish, detail, and / or trim. Proper alignment to hood and fenders. 1928: first use of chrome plating.

i. Radiator Grille and Frame

Check for proper fit to radiator shell, correct style, finish, and correct mounting hardware.

j. Ornament for Radiator (If applicable)

Ornament should be correct for year and model or approved factory option. The finish should be correct and have required detailing and/or paint trim. Check for pits, blisters, cracks, corrosion, dents and surface polish. No point deductions will be made unless flaws noticeably detract from the overall look of the ornament. No points should be deducted for stainless steel authentic reproduction ornaments if correct for model and year.

LIGHTS

k. Head lamps / Side lamps and /or Parking lamps / Tail lamps / Driving lamps and/or Fog lamps

Check that lights are correct for year of manufacture or a factory authorized option. A point deduction should be made for incorrect sealed beam lights or halogens if not offered as

original factory equipment, headlamp housings that are not the correct finish, lack the correct trim, and / or are in poor condition. Points also should be deducted for non-authentic lights, cracked, improper or faded lenses. 1940: First use of sealed beam headlight lamps (metal backed). 1948: Sealed beam bulbs in spotlights and driving lamps. 1955: First all glass sealed beams bulbs on Buicks.

l. Horn (if Exterior)

If horns were originally mounted **outside** of engine compartment, check for correct type, style, color and quantity options for model and year of manufacture.

m. Windshield Wipers / Wiper Arms

In pre-war cars, no point deduction will be made for second wiper (for safety) if installed properly. Point deductions should be made for installation of electric or mechanical motors where inappropriate. Wiper arms should be checked for correct type and style.

n. Window Frames / Moldings (Exterior)

Check for proper fit, finish and condition of plastic and / or rubber.

o. Window Glass

All restored vehicles must have safety glass in the windshield or they will not be judged. Other windows may or may not be safety glass. These may be original glass, laminated or tempered glass depending on the year. Points will be deducted for non-authentic tint, cracked, fogged, discolored, delaminated, or missing glass. Window frames should fit properly and seal against the weatherstripping.

p. Door Handles

Check escutcheon, rubber, proper fit, detailing and finish.

q. Gas Generator and Tank

This only applies to early cars. Check that system is authentic to the eye including tank installation and hoses.

r. Mirrors

No points are to be deducted for pre-war year of manufacture dealer option mirrors.

s. Accessories

No points are to be deducted for BCA decals, stickers, badges, and license plate frames. BCA does not recommend, but will not deduct points for inspection stickers or other legally required identification, such as parking or military stickers. No points should be deducted for period stickers and emblems applicable to era, including AACA and CHVA emblems. A point deduction should be made for commercial or non-auto related stickers and / or decals. Pre-1943 model accessories are acceptable if of aftermarket manufacture only if no competing BMD product was offered for that year. They, or BMD options and accessories, are acceptable only if they are authentic in that year. For 1946 and later models, only BMD options and accessories are acceptable when offered for that year and model. Points are never added for accessories, but deductions are taken for authenticity, workmanship and condition.

**APPENDIX I
JUDGING CLASSES**

For all National Meets, these classes may not be consolidated. For Regional and local meets, classes may be consolidated at the discretion of the host chapter. In all cases classes may be enlarged or expanded to encourage more entrants. For equitable judging and competition, classes should contain no fewer than 8 vehicles, nor more than 20 vehicles. Suggested criteria to be considered when expanding classes for judging of vehicles are: year of manufacture, styling similarities or differences, design similarities or differences, engineering similarities or differences, "open" and "closed" categories where number of vehicles in a class warrants. Recommended reference books on Buick history which may be consulted are: **The Buick, A Complete History** and **Seventy Years of Buick**.

CLASS	A	1903-1913
	B	1914-1935
	C	1936-1939
	D	1940-1941
	E	1942-1948 Including 1949 Specials
	F	1949-1953 Straight 8's
	G	1953-1954 Skylarks
	H	1953-1956 V8's
	I	1957-1958
	J	1959-1960
	K	1961-1967 A Bodies
	L	1968-1987 A, G, J, N, W, X" Bodies*
	M	1961-1966 B & C Bodies
	N	1967-1987 B, C & H Bodies*
	O	1963-1987 Rivas*
	P	1965-1987 Gran Sport
	R	1988-1991 Reatta
	Q	Grand Nationals, Turbo (T-Type) Regals & LeSabres and GNX's
	U	Unrestored (Archival) Originals**

*These classes will expand each year to include vehicles that are twelve (12) years and older from the date of manufacture. This twelve year rule shall apply utilizing the currently available production year models as a baseline, i.e. , 2004/1992; 2005/1993; 2006/1994.

** Eligible for vehicles more than 25 model years old.

**APPENDIX II
NATIONAL MEET DOCUMENTS**

A. JUDGING FORMS

Judging form masters are provided in this BCA Judging Handbook. These forms shall be reproduced by the host chapter on both sides so that there is only one judging form per vehicle. The appropriate paper colors should be used as follows:

Class vehicle forms	white paper
Modern Era vehicle forms	yellow paper
Unrestored vehicle forms	tan paper
Senior vehicle forms	gold paper
Archival vehicle forms	green paper
Driven vehicle forms	orange paper
Non-Judged vehicle	blue paper

The proper form is to be placed in each vehicle entry packet.

B. JUDGE'S PRE-REGISTRATION FORM

The judge's pre-registration form shall be incorporated in the National Meet registration form provided by the host chapter. The resulting information shall be forwarded to the Head Judge no later than 30 days prior to the meet.

C. VEHICLE REGISTRATION

The vehicle registration information shall be printed in various issues of the **Buick Bugle** prior to the National Meet. Completed forms are to be returned to the meet registration chairperson by the published deadlines (usually no later than 30 days prior to the meet).

D. WINDSHIELD CARDS

Windshield card masters are provided in this BCA Judging Handbook. They shall be reproduced in sufficient quantities by the host chapter in the same corresponding colors as the judging forms in item A above. In addition, windshield cards on blue paper should be used for non-judged cars. The cards are to be completed by the registration team and placed in the vehicle packet. The owner affixes the card to the windshield to be visible for use by the judging team and viewing public.

E. NATIONAL JUDGING SCHOOL PARTICIPATION CARD

Judging School Participation Cards are provided by the National BCA Office. Every judge who attends a national judging school will complete a participation card. This card will be collected at the conclusion of each judging school and logged into the individual record of each judge.

F. JUDGES PARTICIPATION CARD

Judges Participation Cards are provided by the National BCA Office. Each judge will be given a participation card by the Team Captain to be filled out by each judge at the Judges Breakfast. The completed cards will be collected following completion of judging by the Team Captain and exchanged for judging participation pins at the Judging Administration Office. These cards will be logged into the individual record of each judge.

G. TEAM CAPTAIN REPORTING FORM

Team Captain reporting form masters are provided in this BCA Judging Handbook. These forms shall be reproduced on white paper and shall be printed on both sides; the form on one side and Team Captain's Guidelines on the other. This form is to be completed by the Team Captain following class judging, and forms the record of the individual judges who were assigned to each category within the team.

H. TEAM CAPTAIN REMINDER LIST

This list is to be distributed to each Team Captain in the Team Captain Packet at the Judges Breakfast and is to be read as a reminder or reference as needed during the meet.

I. JUDGED STICKERS

These are contained in each Team Captain Packet and one is to be placed on the face of the windshield card of each vehicle after judging has been completed.

J. JUDGE IDENTIFICATION BADGE/HATS

Judges and Deputies are to be identified by identification badge/hats. These badges/hats are to be distributed at the Judges Breakfast to all team members.

K. INDIVIDUAL CATEGORY WORKSHEETS

Individual category worksheets masters are provided in this BCA Judging Handbook. These forms shall be reproduced on white paper and shall be printed on both sides; the form on one side and section guidelines on the other. These forms will be contained in the Team Captain's packet for distribution to assigned team members. Each form, after judging, is collected

by the Team Captain and submitted to Judging Administration with the Team Captain Report and Judge Participation cards.

L. AWARD ASSIGNMENT FORM

Award Assignment Form masters are provided in this BCA Judging Handbook. These forms shall be reproduced on white paper and shall be filled out for each class by Judging Administration. These forms shall be used to compile a complete listing of all awards by class (**without individual point scores**), which will be reproduced in triplicate. Copy one is used by the Head Judge for the award presentation ceremony. Copy two is for BCA records and shall be forwarded by the Head Judge to the BCA Office following the meet. Copy three is for the records of the sponsoring organization and shall be used by the Assistant Head Judge to record the delivery and receipt of awards at the award ceremony and later transmitted to the host chapter.

M. SENIOR AWARD REGISTRATION FORM

Qualifiers for the Senior Award shall be provided, at the awards banquet or subsequently by mail, a Senior Award Registration Form, produced and supplied by the BCA Office. This form is to be completed by the qualifying member and returned to the BCA Office. If complete, the BCA Office will forward to the member by recorded delivery the Senior Award, and forward to the National Chief Judge a copy of the Registration Form for compilation into the records.

N. ARCHIVAL AWARD REGISTRATION FORM

Qualifiers for the Archival Award shall be provided, at the awards banquet or subsequently by mail, an Archival Award Registration Form, produced and supplied by the BCA Office. This form is to be completed by the qualifying member and returned to the BCA Office. If complete, the BCA Office will forward to the member by recorded delivery the Archival Award, and forward to the National Chief Judge a copy of the Registration Form for compilation into the records.

APPENDIX III

LIST OF ITEMS TO BE CONTAINED IN EACH VEHICLE REGISTRATION PACKET

1. Windshield card of correct color with information completed, including class assignment; as supplied from the vehicle pre-registration card.
2. Blank judging form.
3. Participation award.
4. Other information as determined by the meet sponsor.

APPENDIX IV

LIST OF ITEMS TO BE CONTAINED IN TEAM

CAPTAIN PACKET:

1. Judge Participation Cards for each team member.
2. Team Captain Reminder List.
3. Team Captain Reporting Form.
4. Individual Category Worksheets

5. "Judged" stickers for all cars in class.
6. Writing instrument
7. Clipboard.
8. List of registered vehicles, organized by class.
9. Forms for judges also having their car judged to indicate if they wish to be present during judging.

APPENDIX V

THE JUDGING ADMINISTRATIVE OFFICE

1. Set up of the Judging Administration Office:

In order to facilitate a rapid conclusion of the judging process you will need approximately 8-16 people to work in the Judging Administration Office.

A special room needs to be set up for the judging teams to assemble and wait for Administration to review class judging forms. This room should have six or more tables and thirty or more chairs for the judges.

The main tabulation room should have at least four six foot tables (depending on the size of the meet) to accommodate clerks for math review, verification of results, and verification of award placement. Also, two more tables should be placed away from the clerks tables for the BCA Registrar and judging records computers.

Additional tables should be set up outside the main tabulation room. One to accommodate check-in clerks, one for general review and mandatory deduction clerks, and one for judges roster/pin clerk functions. These people will be the only administration workers who will have contact with the judging team. They should be arranged so that each Team Captain goes from initial check-in to general review, to mandatory deduction

2. Supplies needed for Judging Administrative Office:

- 1 Judge's Roster
- 1 List of Senior Cars
- 3 Vehicle registration lists
- 2 tables -- for Team Captain check-in
- 1 table for judges roster/pins clerk
- 4 tables for tabulation clerks
- 2 tables for computers/printers
- chairs for administration and team captains
- 1 copy car/class roster
- 2 copies of BCA Judging Handbook
- 1 computer (and printer), with suitable software, updated with all judging and registration information to date. (provided by registrar)
- 4 to 8 pocket calculators
- 1 3 hole punch
- 1 stapler/extra staples
- 6 pink or yellow highlighters
- 1 box large paper clips
- 6 large rubber bands
- 2 4" loose-leaf three-ring note books, 8 1/2" x 11"
- 2 sets of dividers labeled with all classes judged
- 2 sets of file folders labeled with all classes judged
- 1 box pencils
- 1 box black pens
- 2 boxes for clip boards

LUNCHES AND ASSORTED DRINKS FOR ADMINISTRATIVE TEAM

3. Judging Administrative Positions:

CHECK-IN CLERK (~~1 person per 15 classes~~)

Team Captains must present the following:

Team Captain Reporting Form.

Judges worksheets -- engine, chassis, exterior & interior.

Class Vehicle Roster -- note any changes.

Judging form for each car in class.

Clipboards.

Judges Experience Record Cards.

Team Captain must stay until judging forms are checked for mandatory deductions.

File the (a) Team Captain Reporting Form, (b) the Vehicle Roster and (c) the **four** Judges Worksheets (after verification by General Review Clerk) in the three-ring binder.

Put the clipboards in the storage box.

Return the Judges Experience cards to the Team Captain.

Have Team Captain take Judging Forms to the General Review clerk.

GENERAL REVIEW CLERK (~~1 person per 15 classes~~)

Verify the following:

Same class letter designation on each judging form.

Owner & vehicle information has been entered and

Team Captain's name and signature is on each form.

Check subtotals on judging form against work sheets, then give worksheets to Check In Clerk to file.

Initials of Team Captain on every numerical change.

Deputy's initials are on each form.

Have Team Captain take forms to the Mandatory Deduction Clerk.

MANDATORY DEDUCTION CLERK (2 people doing same function)

Highlight each mandatory deduction on the form.

Verify the following:

Team Captain initialed each mandatory deduction.

Full deduction for each mandatory deduction -- **If not a full deduction, check class worksheet to verify deduction is in right category.**

Fire Extinguisher "yes" box must be checked -- **verify with Team Captain that car had extinguisher** -- highlight if no extinguisher was in car.

Safety Glass "yes" box must be checked -- **verify with Team Captain that car has safety glass if required** -- highlight if no safety glass when required.

Head of Administration

Collect Judges Experience Record Cards from Team Captain.

Check mark on Judges Roster next to judge's name for which you receive a Judges Experience Record Card.

Dismiss Team Captain.

File Judges Roster Cards alphabetically in box.

MATH REVIEW CLERK (4 people in teams of 2 doing same function)

Clerk #1 and Clerk #2 should each verify the following on every judging form:

Subtotal for each of the four categories.

Subtotal for each category is same as amount shown in the summary.

Subtotals have been added correctly.

"Total deductions" is the same as the amount shown in "Less deductions".

Net score equals 400 less total deductions.

Enter revised totals or subtotals in summary section.

Initial any changes you have made.

Enter verified score.

Initial verified score as clerk #1.

Head of Administration

Sort Judging forms by point score -- descending order.

Give forms to registrar

Complete (print) a Tally Sheet for each class.

List all cars in class by descending order, according to score.

Enter all information requested for every vehicle.

Do not fill in Senior Award column.

Fill in award section according to placement -- refer to Section L.

Check BCA Preservation candidates against list of BCA Senior Cars.

SUMMARY VERIFICATION CLERK (1 person)

Re-verify Award placement on Tally sheet.

Highlight cars to be awarded Senior, Preservation, Archival, Gold, Silver and Bronze place awards.

Copy Senior, Preservation, Archival, Gold, Silver and Bronze place winners to Winners Record Form.

Asst. Head Judge must initial before data entry begins.

REGISTRAR (2 people)

Input score totals from Winners Record Forms in computer program for all Senior Preservation, Archival, Gold, Silver and Bronze place winners.

Check computer print-out of winners against Winners Record information.

Make 3 copies of the Winners Record information for award presentation and files; Copy for Head Judge, and BCA National Office.

Input score total in computer for all other cars judged at meet.

File Judges Roster and Judging forms in binder by class.

Give all judging records to Head Judge who will give them to the National BCA Office representative. This should include: Judging School Cards, Judges Experience Cards, Team Captain Binder (Team Captain reporting form, Judges WORKSHEETS and Vehicle Roster) and Judging Binder (Winners Record Tally Form, Winners Record Form and completed Judging Forms).

APPENDIX VI

CHAIR OF JUDGES TRAINING

The Chair of Judges Training is appointed to a term of office not to exceed 5 years consecutively, by the BCA National Chief Judge. Members wishing to be considered for the Chair of Judges Training position should contact the Chief Judge.

The Chair of Judges Training advises the Board on all matters pertaining to the field judges training program. He/she also develops training materials for the judges training program and conducts all BCA National Judging Schools.

The Chair of Judges Training submits an outline for approval to the Board of any proposed changes to the existing training program prior to the March Board meeting.

CHAIR OF JUDGES RECORDS

The Chair of Judges Records is appointed to a term of office not to exceed 5 years consecutively, by the BCA National Chief Judge. Members wishing to be considered for the Chair of Judges Records position should contact the BCA Chief Judge.

The Chair of Judges Records shall be responsible for maintaining all records associated members who have judged

at National Meets under the BCA 400-point system. The data to be maintained includes (1) the name and address of each judge, (2) the number of times such member has served as a judge and attended judges training school, (3) the years each judge participated at a National Meet, (4) the judging positions held by such member (judge, captain, deputy, assistant head judge, head judge or administration), and (5) the classes judged by such member. He/she is also responsible for maintaining a running total of the number of judging credits earned by each member and for maintaining the Judging Experience and Judging School Attendance Cards. The Chair of Judges Records will order additional service pins, when authorized by the Board, and distribute the Judges Service award pins, when authorized by the Chief Judge.

The Chair of Judges Records will annually provide copies of the updated judges service records to the Chief Judge, the National Office and the Head Judge of the next National Meet no later than the first Board Meeting following the National Meet.

CHAIR OF SENIOR & ARCHIVAL RECORDS

The Chair of Senior & Archival Records is appointed to a term of office not to exceed 5 years consecutively, by the BCA National Chief Judge. Members wishing to be considered for the Chair of Senior & Archival Records position should contact the BCA Chief Judge.

The Chair of Senior & Archival Records shall be responsible for maintaining all required vehicle information associated with cars that attain Senior or Archival status in the BCA that were judged at a National Meet under the BCA 400-point system. The required information to be maintained for each Senior or Archival vehicle is reflected in the "BCA Official National Meet Registration Form". At the meet, he/she is responsible for ensuring that all Senior and Archival Award recipients have fully and accurately completed a meet registration forms before they receive a Senior or Archival Award. At the awards banquet, he/she will ensure that each Senior Award recipient receives a Senior vehicle badge, certificate and pin, and that each Archival Award recipient receives an Archival vehicle badge and plaque. After the meet, he/she will ensure that each Senior or Archival Award recipient receives, via mail, in a timely fashion, the date coded portion of the vehicle badge.

In the case of the Senior and Archival Preservation Awards, he/she will work with the Head Judge to determine the number of preservation awards potentially needed at each meet and will advise the National Office accordingly. He/she will verify that each preservation award recipient has previously attained Senior or Archival status, and thus is eligible to receive a preservation award, and will ensure that the correct preservation award is presented to each preservation award recipient.

The Chair of Senior & Archival Records will annually provide an updated listing of all BCA Senior Cars and Archival Cars to the Chief Judge, the National Office and the Head Judge of the next year's National Meet, no later than the first Board Meeting immediately following the National Meet.

APPENDIX VII

BCA NATIONAL CHIEF JUDGE

The BCA National Chief Judge is appointed to term of office not to exceed 5 years consecutively, by the BCA National Board of Directors at a regularly scheduled board meeting. Announcements of a vacancy in the Chief Judge's position are posted in two consecutive issues of the **Bugle**. Members wishing to be considered for the Chief Judge's position should contact any member of the Board. The Board will interview all candidates.

The BCA Chief Judge advises the BCA Board on all matters pertaining to the judging program, and attends two board meetings per year, as well as the general membership meeting at the annual national meet. At these meetings, the Chief Judge addresses any issues involving the BCA judging program which may arise.

The BCA Chief Judge receives documentation from BCA members relative to questions of authenticity, and takes appropriate action. Questions concerning the BCA judging program which are handled by the Chief Judge, are normally resolved with a final disposition reported to the board, within 60 days. National Judging policies of the BCA are the responsibility of the Board. Interpretation and implementation of these policies are the responsibility of the Chief Judge.

The Chief Judge and the Board will closely interact on all matters affecting judging issues, judging policy, and judging procedures. The Chief Judge is in attendance at all Board meetings where judging matters are voted on by the Board.

Duties of the National Chief Judge include:

Contents of the BCA Judging Handbook

- a. Rules and procedures.
- b. Creation and revision of technical appendices.
- c. Technical additions and corrections.

Acting as a consultant and liaison for the BCA Board on judging matters.

Implementing BCA Board judging policy as outlined in the Judging Handbook, its interpretation and in all matters of field judging.

Corresponding with members of the BCA regarding judging issues.

Researching judging issues and making recommendations to the Board.

Approving the selection of the Head Judge for National Meets.

Interacting with the Chair of Judges Training and participating in the Judges Training Program.

Acting as a resource for the Head Judge at National Meets.

Acting as the final authority on all judging issues on which he is asked by the Board to rule.

Reviewing and approving the National Meet Registration Form prior to its publication in the **Bugle**.

Assisting the Head Judge at National Meets in order to create a consistent judging program, including:

- a. the determination of Classes at the National Meet,
- b. the assignment of judges to the Judging Teams,
- c. the selection of the Team Captains, Deputies, and the members of the Arbitration Team

Providing oversight responsibility for the:

- a. Judges Records,
- b. Judges Award Pins,
- c. Senior & Archival Award Records, and the

d.

APPENDIX X

The following is a table of engine paint colors used by Buick. It should be noted that in some instances changeover in paint color may not have coincided exactly with the change in model year. Such non-listed uses should be documented.

1922-1930	Olive Brown to Olive Green shades
1931 early	Olive Green
1931 late	Black
1932	Chassis Black
1933-1938	Forest Green
1939-1941	Gray (production through 11/18/40)
1941	Dante Red
1942-1952	Turquoise
1953-1966	Apple Green (Buick green)
1961-1963	Special, Skylark polished aluminum block & heads
1963	Riviera, Silver
1964	300 CI V8, Silver
1966	Riviera, Red
1967-1974	Red, except: 1967 V6 (225), V8 (300-2) Buick Green
1975-1977	Medium Metallic Blue
1978-1982	Light Blue
1983	Black

Engine sheet metal parts from 1922-1935 were painted Black, including valve cover, spark plug cover, hot water return tube and fan. Push rod and water jacket covers were painted engine color, as were the pans.

Pre-1926, the combination starter-generator was painted engine Olive Drab. Starting in 1926, the separate two-unit starter and generator were painted Black.

Duties and Responsibilities of the Team Captain

The Team Captain is responsible for on-field conduct of BCA judging policy. The Team Captain is also responsible for the preservation and augmentation of good relations between BCA judging and the BCA member-owners. This position is therefore one of greatest importance to the success of the judging process. The Team Captain is the leader of the judging team and serves a liaison between that team and both the owner of each car judged and the judging system as represented by the BCA, the Judging Officials and this manual. He/she is responsible for ensuring that all judging activities are carried out in a fair, courteous and impartial fashion and is to lead, instruct, and guide the members of the team to that end result.

The Team Captain will arrive on the field prior to the designated time. Initially inventory all vehicles in your class to see that they are correctly placed on the field. Check all cars against the roster. Notify your Deputy of any differences, and instruct owners if they must move.

The Team Captain shall obtain from the owner the completed judging form, check the correctness, completeness and legibility of the information provided and make additions and corrections as required. He will then:

- a. Assign each team member to a responsibility in one of the four categories of judging; exterior, interior, chassis or engine.
- b. Give assistance to any team member as required or requested.
- c. Be the only member of the team to converse with the vehicle owner.
- d. Assign a team member to place "Judged" stickers on the windshield card at completion of judging.
- e. Assign a team member to verify completion of the Pre-Qualification Check process which includes operational fire extinguisher on all vehicles and safety glass in the windshield of restored vehicles. **Non-conforming vehicles are not eligible for judging.** If a vehicle is disqualified for any reason, a statement of disqualification and its cause shall be made on the judging sheet and on the reverse of the windshield card.
- f. Give special attention to new judges. Provide leadership and instruction. Provide guidance to any team member who is unfairly critical or too lax.
- g. Insure that only team members are present when judging discussions are held. All reporting of individual judges must be done as privately as possible.
- h. Initial any changes which have been entered on the form.
- i. Receive and discuss evidence of authenticity with the owner.
- j. Refer evidence in conflict with the judging manual to the Deputy Judging Team for consideration of merit.
- k. Critically evaluate the evidence and render a decision which shall be reflected on the judging sheet.
- l. If the evidence is unsatisfactory, and the owner requests arbitration, the Team Captain shall call upon the Deputy Judging Team to arbitrate the decision.
- m. Enter on the judging form all items of deduction, make notations in the comment column, total each column, enter the Summary column of the form, total the score, determine the placement, in order of descending score, confirm the reasonableness of the placement and sign the judging form under "Team Captain." Double check all entries on the judging form.
- n. Complete each judging form entirely before moving to the next car to be judged. Verify that point deduction is being taken for the correct entry.
- o. If they are to be judged, begin with the Senior, Preservation and Archival Award vehicles in your class.
- p. Continue judging with evaluation of all remaining non-special-class vehicles.
- q. Submit the completed judging forms to the Deputies for their verification, approval and signature before leaving the field. Then the **team** will deliver them to the Judging Administration office.

- r. Collect the individual Category Worksheets, complete the Team Captain Reporting Form and turn them in at the Judging Administration Office at the conclusion of the judging.
- s. Collect the Judge's Participation Cards at the conclusion of judging, while your team is awaiting verification of your results at Administration. Turn them in at the Judging Administration Office. Receive the "Judges Participation Pins" and distribute them to the team members before releasing your team.

General Judging Policies

The most general guideline is that all Buicks are to be presented and evaluated knowledgeably, impartially, consistently, courteously and fairly. This critical evaluation should be an educational process for both the restorer/owner and the judging team. A free flow of information is encouraged for the improvement of both judge and judged. **It shall be the owner's responsibility to document the authenticity or correctness of any feature of his/her vehicle to the satisfaction of the judging team.** In the event of a dispute, the Head Judge and Deputies are empowered to arbitrate a resolution. In the event that an authenticity dispute arises over a matter as printed in this handbook, the owner's documentation shall be provided to the Head Judge of the meet. The Head Judge will subsequently present the documentation for possible modification of this handbook to the Chief Judge of the BCA if warranted by the evidence. Acceptance (or denial) of the evidence for purposes of the meet shall not prejudice the review of such evidence by BCA, or its ultimate inclusion by alteration of this handbook.

Guidelines for Fairness and Consistency in Judging

A judging team should consist of a Team Captain, at least one other judge and apprentices (optimum size for team is four). The combined experience and knowledge of the judging team should cover extensively all the cars in that particular class.

Each judging team should look over the entire class before starting on that class. **Judges should not touch an entry. It is imperative that the owner or a representative be with the vehicle during the judging process.** If the owner is not present, the team moves to the next vehicle, unless prior arrangements are made between the Team Captain and the owner, or a notation is made on the windshield card that the owner is a judge, specifying which class the owner is judging, and specifically authorizing the Team Captain to open whatever accesses would be required to facilitate judging. In this case, as an accommodation to a fellow judge, if a major authenticity point deduction is mandated, the Deputy Team shall be summoned to adjudicate the item of non-authenticity and shall consult with the owner-judge if necessary in their deliberations. If an absent owner is located before the judging is completed in that class, then his or her vehicle should be judged; otherwise, it shall not be judged.

Keep in mind that the vehicles you will be judging are production vehicles that came off an assembly line. The judging standard in any particular area should rate how this vehicle compares to the **original factory product**. If any judged item is as good as original it should receive no deductions in that category. Of course, if a better quality of workmanship is found and the vehicle has not been modified in any way from original, then it still receives no deductions. All parts should be as original, factory replacement or dealer option equipment as defined elsewhere in this judging handbook. As an example, painted items should be painted only in correct colors and only originally plated items should be plated and with the correct type of plating.

Every judge should keep in mind that he or she is judging each vehicle individually on its own merit. A vehicle starts out with the maximum number of points allowed in each category. Points are then deducted according to the severity of the defect. If a vehicle meets all standard requirements for factory new condition, then the judge should not deduct points just because the last vehicle judged had a million dollar paint job and this one has a factory issue paint job. Both vehicles have met or exceeded the original quality requirements for full points. **Do not deduct fractional points.**

FIRE EXTINGUISHER AND SAFETY GLASS

The car should not be judged if an operational UL approved fire extinguisher is not displayed. A restored car shall not be judged if it does not have safety glass in the windshield.

JUDGING THE CHASSIS

The judge should not crawl under the car when judging the chassis. Inspection of the undercarriage may be accomplished by kneeling at front, rear, and at strategic points along the sides of the car to perform the necessary observations. Flashlights and other aids are not to be used in the BCA judging process.

a. Bumpers / Guards

Check the condition of chrome, authenticity, finish and trim. Bumpers should show painted accents where required. No points should be deducted for year and model factory authorized bumperettes. 1928: First use of chrome plating.

b. Suspension / Steering

Check for correctness of steering gear, style of grease fittings or oil cups installed, excessive amount of lube and cleanliness. Springs and shocks must be authentic and no helper springs may be installed or removed. No points are to be deducted for original factory authorized towing package if available in year of manufacture. Check for proper grease fittings throughout; 1920: First use of Alemite pin-type, bayonet-lock grease fittings. 1923: First use of zerk push-type grease fittings. Late 1933: First use of ball-end grease fittings. 1946: First use of bolts with strength marks on head. Earlier years could have letters or numbers on head.

c. Transmission / Driveline

Check for excess oil and grease, leaks and finish of driveline parts. Check grease fittings for proper type and excess lube.

d. Non-Authentic Transmission / Driveline (Mandatory deduction)

Non-authentic transmission / overdrive is a mandatory 4 point deduction.

e. Frame

Check for non-authentic modifications, condition and correct paint color. Although not encouraged, no points will be deducted for appropriate type undercoating applied to frame, floorpans and sheet metal in a workmanlike fashion on cars of the era. Check for poor workmanship hidden by undercoating.

f. Fuel Tank

Correct size, style, appearance of finish, placement and absence of severe dents.

g. Brakes / Cables / Lines

Correct style brakes, drums, power booster and / or cables / rods. No points should be deducted for stainless steel brake lines. Check for proper routing. 1924: First front (4-wheel) brakes. 1936: First hydraulic brakes.

h. Exhaust System

Check for correct size, style of muffler, resonators, exhaust pipes, manifolds, heat risers, catalytic converters, and headers. No points are to be deducted for surface rust and modern high temperature coatings which protect the system. Points should be deducted for condition, non-authentic cutouts and end tips.

i. Tires - Type

Check tires for correct type (radial/ bias-ply) and whitewall width. One point is deducted for each tire which was not a factory authorized option for model and year.

j. Tires - Size

Check tires for correct size for year and model. One point is deducted for each non-authentically sized tire.

k. Tires - Condition

Check tire tread pattern; tires should match in pairs. Spare tire may not match any pair of tires on car, but if two spares are carried, they must match. Points should be deducted for excessive wear, dirt, or damage. Non-authentic tires are not judged for condition.

l. Tire Carrier and Cover

Check for correct hardware, covers and accessories for trunk, side-mount or rear spare tires.

m. Tire Valves / Stems / Caps / Covers

Check for correct type for year of manufacture; valves, caps and stem covers (early years). Points should be deducted for painted stems and weights. Hubcaps and wheelcovers must match and be correct for year and model. 1932: First rubber valve stems. 1951: First plastic valve caps.

n. Non-Authentic Wheels (Mandatory deduction)

Check for correct wheels and / or rims for year and model. On newer cars sport wheels may be on car, but spare may be original steel rim. Incorrect wheels result in a mandatory 10 point deduction.

o. Wheels / Trim

Check condition of wheels. Points should be deducted for cracks in wood wheels, pits in metal, particularly on snap rings and steel spokes, for excessive paint chips and spalls around the rims. Beauty rings, pin striping, etc. should be correct for year and model.

JUDGING THE ENGINE

Have the owner open the hood for you. Inspect all components for cleanliness and finish. Look for gasoline stains, deteriorated finish, excess oil, grime, extra holes, water leaks, and condition

of belts. Maximum point deductions should be made only when a component is missing or non-authentic.

a. Block / Head / Crank Case

Check for correct block, heads and oil pans, and / or dust shields for model and year, and for condition, cleanliness, and overall appearance.

b. Manifolds

Check that manifolds are correct for model and year and for condition, cleanliness, and overall appearance. No point deduction should be made for heat discolored manifolds. Exhaust systems were not originally painted. Surface rust or painted finish will not receive a point deduction, however, deteriorated or pitted systems did not come that way from the factory. Stainless exhaust systems should be considered as over-restoration, and should receive no deduction if having the appearance of the original and if in good condition.

c. Non-Authentic Engine (Mandatory deduction)

A full 10 point deduction will be made if engine is non-authentic for year and model.

d. Non-Authentic Color (Mandatory deduction)

Ref: Appendix IX

A full 5 point deduction will be made if color is non-authentic for year and model. No point deductions should be made for variation in shade of color, for pre-war cars with black engine color (factory replacement color) or for engines made the year of a color change if the color used was on the previous or following year's model.

e. Tags and Decals

Check that tags and decals are present, legible, properly mounted and correct for year, model and/or accessories.

f. Starter and / or Hand Crank

Check that starter is correct for year and model. Point deductions should be made for starters installed on early cars that were not originally so equipped. Hand crank must be visible or a point deduction should be made. No points should be deducted for a leather crank holder. 1914: First Delco self starter.

g. Generator / Voltage Regulator / Distributor / Magneto

Points should be deducted for improper size, style and color for model and year and for generators installed on cars that were not originally so equipped. First Delcotron alternators used in May, 1962 on models with air conditioning only.

h. Wiring / Cables / Coils / Spark Plugs

Points should be deducted for incorrect wiring size, type, loom material, connectors, coverings and clips. Also for incorrect coil, battery connectors, and spark plugs. 1956: First year for cadmium plated spark plugs.

i. Battery/ Hold Down

Check for correct size, style and "Look" for year and model. A one point deduction should be made for incorrect battery manufacturer. Batteries for older models may be of modern manufacture. Batteries in all models after 1924 are of DELCO manufacture. Batteries supplied at the factory were of the liquid fill type. Optional maintenance free D89 batteries were available in 1973. Freedom II batteries were first used in 1977.

j. Fuel Pumps / Lines and Vacuum Tank

Points should be deducted for leaks, condition and authenticity. Point deductions should be made for electric fuel pump installation if found. The appearance of fuel system should be correct and operational.

k. Carburetor

Check for correct size and type for model and year. On modern cars, deduction for incorrect aspiration/induction equipment should be made here.

l. Water Pump

Check that the water pump is visually as installed by manufacturer.

m. Hoses

Points will be deducted for condition and also for flex hoses if not original factory installed type.

n. Hose Clamps

Up to a maximum of 5 points should be deducted for non-authentic style clamps. No points will be deducted for authentic style stainless clamps or non-Buick script clamps if correct type for model and year. 1921: First use of lock-roll hose clamps. 1946: First use of tower-type hose clamps on radiator and water pump hoses only. 1949: First use of tower-type hose clamps on heater hoses. 1955: First use of worm type clamp.

o. Belts and Fans

Check for original equipment for model and year. Point deductions should be made for missing clutch fan assembly if original factory item.

p. Radiator Core

Up to a maximum of 3 points should be deducted for non-authentic fin pattern. Point deductions should also be made for condition and workmanship.

q. Radiator Cap

No points will be deducted unless cap is rusted, missing or wrong type. Early cars with a radiator ornament receive no point deduction here.

r. Firewall

Check for original color. Points should be deducted for extra holes, brackets and accessories unless they were a pre-war dealer option or post-war factory option for year of manufacture.

s. Hood Insulation (as original)

Points will be deducted for condition and authenticity of insulation on cars requiring hood insulation. A maximum deduction could be made for missing insulation if required for year and model.

t. Splash Pans and / or Belly Pans

Check that all pans are installed and have correct finish as factory original. Point deductions should be made for excessive road dirt and / or rust.

u. Ducts and Tubing

Check for correct size, style, color and placement.

v. Oil Filter and Air Cleaner

Check that they are visually correct for model and year of manufacture. Points should be deducted for incorrect brand or decals.

w. Air Conditioning System/ Power Accessories / Heater / Wiper-Washer Equipment / Horn

On post-war cars points should be deducted for non-factory or dealer authorized options. When Buick offered an option, prior to 1943, we should only accept the Buick option. If there was not a Buick option, then no points will be deducted for dealer installed options if correct for model and year. 1952: First use of power steering on Roadmaster and Super only. 1953: First use of hydraulic power brakes. 1953: First factory air conditioning, models 52, 56R, 72, 76R.

JUDGING THE INTERIOR

When judging the interior, the owner is to provide access, however the judge does not enter the vehicle, touch anything, and must refrain from smoking or eating or drinking while judging.

a. Headliner (Closed Cars only)

Points should be deducted for incorrect color of upholstery and / or material and style for model and year. Also for fit, wrinkles, condition of welting and lace, and hiding of installation nails in older cars.

b. Rear Window Shelf / Well

Up to 3 points should be deducted for worn, damaged or incorrect rear window shelf for closed cars and for worn, damaged or wrong material used in the rear window well in open cars. A maximum of 3 points will be deducted for missing rear window shelf or rear window well if required for year and model.

c. Door Panels / Side Panels & Seat Cushions / Rests

Points should be deducted for incorrect material, fit, pleating, welting, shaping, trim, piping, and condition. Check door and side panels for correct fit, stitching or heat-sealing designs, pockets, trim pieces, and kick panels.

d. Non-Authentic Upholstery Fabric (Mandatory deduction)

A mandatory 5 point deduction will be made if upholstery material and pattern do not appear as original. Use of seat covers must be documented as a factory accessory, and is not a substitute for faulty upholstery. If factory authentication of seat covers is not provided, vehicles shall be judged with the seat covers removed. 1949: First availability of nylon as an interior fabric. 1953: First use of vinyl interior materials. Special ordered materials will be treated as authentic only if the specific vehicle being judged was ordered from the factory with this material and the owner can provide documentation proving his/her car was special-ordered in this manner.

e. Non-Authentic Upholstery Color (Mandatory deduction)

A mandatory 5 point deduction will be made if upholstery color is not correct for exterior paint color or year and model of car. Special ordered colors will be treated as authentic only if the specific vehicle being judged was ordered from the factory with this color and the owner can provide documentation proving his/her car was special-ordered in this manner.

f. Upholstery - Fit / Application / Condition

Check for look (pleats or mode of application), fit, condition or quality of workmanship.

g. Carpets / Mats / Sill Plates

Points will be deducted for condition, finish and authenticity of sill plates and carpet style, binding, fit, and fasteners. No points should be deducted in pre-war cars for correct style front carpet that replaces a rubber mat if available as a factory authorized option. 1949: first use of loop pile carpet in Estate Wagon.

h. Window Frames (Interior)

Points will be deducted for incorrect finish of garnish moldings, fit and condition of rubber and / or welting. 1935: First use of phillips (cross-head) screws.

i. Steering Wheel

Points should be deducted for cracks, color and condition. A maximum point deduction will be made for wrong or non-factory covered steering wheel.

j. Pedals / Levers / Handles / Knobs

Points should be deducted for bad plating or finish, incorrect type, color or finish for year and model. Also points should be deducted for incorrect or worn rubber, vinyl, or leather covers for gear shift or brake, clutch, and gas pedals.

k. Dashboard and / or Console

Points will be deducted for incorrect fit, finish, color, and accessories. Also for exposed or incorrect wiring and poor workmanship.

l. Instruments

Points should be deducted for any non-factory installed instruments, missing gauges and fogged, scratched or cracked lenses.

m. Inside Mirrors / Glass

Points will be deducted for condition and incorrect type, finish, and / or style.

n. Trunk Interior / Jack / Tools

Check trunk lining and mat for correct material and pattern. Points should be deducted for incorrect or missing floor mats, paint, tool covers, holders and incorrect installation of hardware for tools and jacks. Also for weatherstripping condition and / or leaks.

o. Accessories

No points will be deducted for mounting a fire extinguisher if done in a workmanlike manner. (Also see exterior accessories.)

TOP, SOFT

No points should be deducted unless car being judged is a convertible. Check that top is correct for model and year. No points should be deducted on pre-war cars for tops as manufactured by factory authorized suppliers.

p. Down or Missing (Mandatory deduction)

Owner must have top up or the mandatory 15 point deduction will be taken.

q. Condition

Points will be deducted for wear, wrinkles and sags in the top. Remember that original factory tops had "some" wrinkles and sags.

r. Non-Authentic Material (Mandatory deduction)

The mandatory 10 point deduction should be made for all cars that have the wrong material or top color for model, body color and year. 1953-54 Skylark models used a special Orlon top material. Research has failed to document authoritative examples. Therefore, until such time as a suitable replacement is available, no points shall be deducted on 1953-54 Skylarks for the use of cloth or vinyl materials simulating woven cloth providing style of assembly and workmanship are correct.

s. Trim / Bindings / Fasteners

Check for correct type, finish, quantity and correct placement.

t. Top Irons

Points should be deducted for incorrect or bad plating and/or paint and for wear, tears or gaps in bow coverings and listing strips.

u. Top Boot / Side Curtains

Check condition, fastener type and authenticity.

v. Non-Authentic Boots / Curtains or Missing (Mandatory deduction)

If the car being judged was originally equipped with these items they must be available for inspection if not installed or a full mandatory 5 point deduction will be made. Also this deduction will be made if the items are not correct for year and model, if they do not match

the top material or are not correct for exterior color of car. No points will be deducted for plastic windows in side curtains until an isinglass substitute is available.

w. Non-Authentic Back Window

Up to a 4 point deduction will be made for incorrect size, placement, bindings, material and style for model and year. A mandatory deduction should be taken for incorrect material in window (glass instead of vinyl or vinyl instead of glass).

First do a quick walk around of the car. Check each of the components (fenders, doors, hood, etc.), the color scheme and presence of items which should not be there, as well as absence of things which should be there. Make a mental note of any discrepancies. If in doubt, discuss them with your Team Captain. If necessary the Team Captain should ask the owner for documentation while you are judging the details. Check for authenticity, condition, workmanship and maintenance.

a. Body (Fit and Quality of Metal Work) Doors - Fenders / Quarter Panels - Hood - Trunk / Trunk Lid - Cowl

Each of the body components should be judged in the following area. Judges should consider the degree to which a defect may be less than factory original when assigning point deductions. Check for even spacing and proper alignment around all doors, hood, windshield, trunk, and fenders. Striping, moldings and belt lines should all line up. Check closed cars for improper restoration of the rain gutters. Points should be deducted if dents or ripples are more noticeable than factory original. No points should be deducted for year of manufacture dealer option trunks on pre-war cars. Use of non-authentic materials for repairs, such as body lead or plastic, is not encouraged. However, point deduction will be taken only if these repairs are observed without the use of testing methods to determine their composition. 1946: First use of strength marks on bolt heads. Earlier years may have letter or number markings.

b. Running Boards / Rocker Panels

Check for correct style rubber or linoleum and / or trim. Mats should be in good condition and garnish moldings and mats should fit precisely. No points should be deducted for aluminum authentic reproduction trim on pre-war cars. No point deduction should be made for factory option step plates on pre-war cars. Rocker panels may have points deducted for ripples, rust, dents, missing trim, etc.

c. Exterior Trim and Striping

Look at chrome as well as stainless moldings, stone guards, splash guards and grille. Plating should be of the proper type and should be applied to the proper areas only. Parts and trim should be properly finished and smoothed prior to plating. Check for pits, blisters, cracks and corrosion. On die cast parts check for removal of detail and correct painted accent areas if applicable. On stainless trim check for dents and surface polish. Check brass and nickel-plated items for stress cracks. 1927: First metallic paint used only in trim, striping. 1928: Chrome plating. 1936: First use of metallic body paint finish, except for Velasquez Silver on 1929.

On pre-war cars no points should be deducted for year and model dealer option pin striping and garnish molding color changes. On newer cars no point deductions should be made for tape striping if offered for year and model by the manufacturer.

d. Beading and Welting

Points are to be deducted for improper type, placement, fit and / or wear.

e. Hardtop / Paint / Fabric / Vinyl

Check for condition; excessive ripples, waves, or fabric wear and proper fit around windows and trim. On cars with vinyl tops, check the top material for material type and installation.

f. Non-Authentic color (Mandatory deduction)

A mandatory 10 point deduction must be made if paint color is not authentic for year, or model. A slight variation of shade is acceptable and no point deduction should be made. If paint looks as original no point deduction should be made for the type of paint. Paint colors applied may be in any color combination and location available from the factory for that model and year and need not be the color originally applied to that particular car. Paint should be of the type originally applied or have the appearance of the original finish. For example, alkyd enamel does not look like lacquer. Special ordered colors and color combinations will be treated as authentic only if the specific vehicle being judged was ordered from the factory with this color or color combination and the owner can provide documentation proving his/her car was special-ordered in this manner.

g. Paint / Detailing / Condition

Check for workmanship, condition and maintenance of the finish. Points should be deducted for excessive orange peel, over-spray, over-rubbing, sanding scratches, difference in color between panels, fish eyes, cracks, crazing, blisters, dull finish, chalking, excessive chips, touch up areas and poor masking. Points may be deducted for anything that detracts from the finish of the car but the judge should not make an intensive search for painting or maintenance defects.

FRONT END

h. Radiator Shell

Check for correct finish, detail, and / or trim. Proper alignment to hood and fenders. 1928: first use of chrome plating.

i. Radiator Grille and Frame

Check for proper fit to radiator shell, correct style, finish, and correct mounting hardware.

j. Ornament for Radiator (If applicable)

Ornament should be correct for year and model or approved factory option. The finish should be correct and have required detailing and/or paint trim. Check for pits, blisters, cracks, corrosion, dents and surface polish. No point deductions will be made unless flaws noticeably detract from the overall look of the ornament. No points should be deducted for stainless steel authentic reproduction ornaments if correct for model and year.

LIGHTS

k. Head lamps / Side lamps and / or Parking lamps / Tail lamps / Driving lamps and / or Fog lamps

Check that lights are correct for year of manufacture or a factory authorized option. A point deduction should be made for incorrect sealed beam lights or halogens if not offered as original factory equipment, headlamp housings that are not the correct finish, lack the correct trim, and / or are in poor condition. Points also should be deducted for non-authentic lights, cracked, improper or faded lenses. 1940: First use of sealed beam headlight lamps (metal backed). 1948: Sealed beam bulbs in spotlights and driving lamps. 1955: First all glass sealed beams bulbs on Buicks.

l. Horn (if Exterior)

If horns were originally mounted **outside** of engine compartment, check for correct type, style, color and quantity options for model and year of manufacture.

m. Windshield Wipers / Wiper Arms

In pre-war cars, no point deduction will be made for second wiper (for safety) if installed properly. Point deductions should be made for installation of electric or mechanical motors where inappropriate. Wiper arms should be checked for correct type and style.

n. Window Frames / Moldings (Exterior)

Check for proper fit, finish and condition of plastic and / or rubber.

o. Window Glass

All restored vehicles must have safety glass in the windshield or they will not be judged. Other windows may or may not be safety glass. These may be original glass, laminated or tempered glass depending on the year. Points will be deducted for non-authentic tint, cracked, fogged, discolored, delaminated, or missing glass. Window frames should fit properly and seal against the weatherstripping.

p. Door Handles

Check escutcheon, rubber, proper fit, detailing and finish.

q. Gas Generator and Tank

This only applies to early cars. Check that system is authentic to the eye including tank installation and hoses.

r. Mirrors

No points are to be deducted for pre-war year of manufacture dealer option mirrors.

s. Accessories

No points are to be deducted for BCA decals, stickers, badges, and license plate frames. BCA does not recommend, but will not deduct points for inspection stickers or other legally required identification, such as parking or military stickers. No points should be deducted for period stickers and emblems applicable to era, including AACA and CHVA emblems. A point deduction should be made for commercial or non-auto related

stickers and / or decals. Pre-1943 model accessories are acceptable if of aftermarket manufacture only if no competing BMD product was offered for that year. They, or BMD options and accessories, are acceptable only if they are authentic in that year. For 1946 and later models, only BMD options and accessories are acceptable when offered for that year and model. Points are never added for accessories, but deductions are taken for authenticity, workmanship and condition.

JUDGING THE MODERN CHASSIS

The judge should not crawl under the car when judging the chassis. Inspection of the undercarriage may be accomplished by kneeling at front, rear, and at strategic points along the sides of the car to perform the necessary observations. Flashlights and other aids are not to be used in the BCA judging process.

1. Bumpers / Guards / Rub Strips

Check the condition of chrome, authenticity, finish and trim. Bumpers should show painted accents where required.

2. Suspension / Steering

Check for correctness of steering gear, style of grease fittings installed, excessive amount of lube and cleanliness. Springs and shocks must be authentic and no helper springs may be installed or removed. No points are to be deducted for original factory authorized towing package if available in year of manufacture.

3. Frame / Cradle

Check for non-authentic modifications, condition and correct paint color. Although not encouraged, no points will be deducted for appropriate type undercoating applied to frame, floorpans and sheet metal in a workmanlike fashion. Check for poor workmanship hidden by undercoating.

4. Fuel Tank

Check for correct size, style, appearance of finish, placement and absence of severe dents.

5. Brakes / Cables / Lines

Check for correct style brakes, discs, power booster and / or cables / rods. No points should be deducted for stainless steel brake lines. Check for proper routing.

6. Exhaust System

Check for correct size, style of muffler, exhaust pipes, and catalytic converters. No points are to be deducted for surface rust and modern high temperature coatings which protect the system. Points should be deducted for condition, non-authentic cutouts and end tips.

7. Tires - Type

Check tires for correct type (radial/ bias-ply) and sidewall / whitewall style. One point is deducted for each tire which was not a factory authorized option for model and year.

8. Tires - Size

Check tires for correct standard or optional size for year and model. One point is deducted for each non-authenticly sized tire.

9. Tires - Condition

Check tire tread pattern; tires should match in pairs. Points should be deducted for excessive wear, dirt, or damage. Non-authentic tires are not judged for condition.

10. Wheelhouses

Points should be deducted for condition, excessive undercoating, and dirt.

11. Tire Valves / Stems / Caps

Check for correct type for year of manufacture. Points should be deducted for painted stems and weights.

12. Non-Authentic Wheels (Mandatory deduction)

Check for correct wheels and / or rims for year and model. Incorrect wheels result in a mandatory 10 point deduction.

13. Wheels / Covers

Check condition of wheels. Points should be deducted for cracks or pits in metal, for excessive paint chips and spalls around the rims. Hub caps / trim covers should be correct for year and model.

JUDGING THE MODERN UNDERHOOD / ENGINE / TRANS.

Have the owner open the hood for you. Inspect all components for cleanliness and finish. Look for gasoline stains, deteriorated finish, excess oil, grime, extra holes, water leaks, and condition of belts. Maximum point deductions should be made only when a component is missing or non-authentic.

1. Block / Head / Crank Case

Check for correct block, heads, rocker covers and oil pan for model and year, and for condition, cleanliness, and overall appearance.

2. Intake Manifold / Cover / Throttle Body

Check that manifold is correct for model and year and for condition, cleanliness, and overall appearance.

3. Non-Authentic Engine (Mandatory deduction)

A full 10 point deduction will be made if engine is non-authentic for year and model.

4. Non-Authentic Color (Mandatory deduction)

Ref: Appendix X

A full 5 point deduction will be made if color is non-authentic for year and model.

5. Tags and Decals

Check that tags and decals are present, legible, properly mounted and correct for year, model and/or accessories.

6. Starter

Check that starter is correct for year and model.

7. Alternator

Points should be deducted for improper size, style and color for model and year.

8. Exhaust Manifolds / Shields

Check that manifolds and shields are correct for model and year, and for condition, cleanliness, and overall appearance. No point deduction should be made for heat discolored manifolds. Exhaust systems were not originally painted. Surface rust or painted finish will not receive a point deduction, however, deteriorated or pitted systems did not come that way from the factory.

9. Cruise Control Actuator

Check that actuator is correct for model and year, and for condition, cleanliness and overall appearance.

10. Wiring / Cables / Coils / Spark Plugs

Points should be deducted for incorrect wiring size, type, loom material, connectors, coverings and clips. Also for incorrect coil, battery connectors, and spark plugs.

11. Battery / Hold Down

Check for correct size, style and "Look" for year and model. A one point deduction should be made for incorrect battery manufacturer. Batteries in all are of DELCO manufacture. Optional maintenance free D89 batteries were available in 1973. Freedom II batteries were first used in 1977.

12. Fuel Lines

Points should be deducted for leaks, condition and authenticity.

13. Fuel Injectors / Fuel Rail

Check for correct type for model and year.

14. Water Pump

Check that the water pump is visually as installed by manufacturer.

15. Hoses

Points will be deducted for condition and also for flex hoses if not original factory installed type.

16. Hose Clamps

Up to a maximum of 5 points should be deducted for non-authentic style clamps.

17. Belts and Fan

Check for original equipment for model and year. Point deductions should be made for condition and cleanliness.

18. Radiator Core / Air Conditioning Condenser

Up to a maximum of 3 points should be deducted for non-authentic fin pattern. Point deductions should also be made for condition and workmanship.

19. Radiator Cap / Coolant Reservoir

No points will be deducted unless cap is rusted, missing or wrong type.

20. Firewall / Cowl

Check for original color. Points should be deducted for extra holes, brackets and accessories.

21. Hood Insulation (as original)

Points will be deducted for condition and authenticity of insulation on cars requiring hood insulation. A maximum deduction could be made for missing insulation if required for year and model.

22. Inner Fenders

Check for correct finish as factory original. Point deductions should be made for excessive road dirt and / or rust.

23. Ducts and Tubing

Check for correct size, style, color and placement.

24. Oil Filter and Air Cleaner

Check that they are visually correct for model and year of manufacture. Points should be deducted for incorrect brand or decals.

25. Air Conditioning System / Heater

Check for correct factory components for year and model, and for condition.

26. Wiper / Washer equipment

Check for correct factory components for year and model, and for condition.

27. Anti-Lock Brake System

Check for correct factory components for year and model, and for condition.

28. Power Steering Pump / Brackets

Check for correct factory components for year and model, and for condition.

29. Transmission / Driveaxles

Check for excess oil and grease, leaks and finish of driveline parts.

30. Non-Authentic Transmission / Driveaxles (Mandatory deduction)

Non-authentic transmission / overdrive is a mandatory 4 point deduction.

JUDGING THE MODERN INTERIOR

When judging the interior, the owner is to provide access, however the judge does not enter the vehicle, touch anything, and must refrain from smoking or eating or drinking while judging.

1. Headliner

Points should be deducted for incorrect color of upholstery and / or material and style for model and year. Also for fit, wrinkles, and condition.

2. Rear Window Shelf / Well

Up to 3 points should be deducted for worn, damaged or incorrect rear window shelf and for worn, damaged or wrong material used in the rear window well.

3. Door Panels / Side Panels & Seat Cushions / Rests

Points should be deducted for incorrect material, fit, pleating, welting, shaping, trim, piping, and condition. Check door and side panels for correct fit, stitching or heat-sealing designs, pockets, trim pieces, and kick panels.

4. Non-Authentic Upholstery Fabric (Mandatory deduction)

A mandatory 5 point deduction will be made if upholstery material and pattern do not appear as original. Special ordered materials will be treated as authentic only if the specific vehicle being judged was ordered from the factory with this material and the owner can provide documentation proving his/her car was special-ordered in this manner.

5. Non-Authentic Upholstery Color (Mandatory deduction)

A mandatory 5 point deduction will be made if upholstery color is not correct for exterior paint color or year and model of car. Special ordered colors will be treated as authentic only if the specific vehicle being judged was ordered from the factory with this color and the owner can provide documentation proving his/her car was special-ordered in this manner.

6. Upholstery - Fit / Application / Condition

Check for look (pleats or mode of application), fit, condition or quality of workmanship.

7. Carpets / Mats / Sill Plates

Points will be deducted for condition, finish and authenticity of sill plates, mats and carpet style, binding, fit, and fasteners.

8. Window Frames (Interior) / Weatherstripping

Points will be deducted for incorrect finish of garnish moldings, fit and condition of rubber.

9. Seat / Shoulder Belts

Check for missing or incorrect safety belts for model and year. Also check condition and finish.

10. Tags / Decals: Door, Windows, Trunk Lid

Check that tags and decals are legible, properly mounted and correct for year, model and / or accessories.

11. Steering Wheel

Points should be deducted for cracks, color and condition. A maximum point deduction will be made for wrong or non-factory covered steering wheel.

12. Pedals / Levers / Handles / Knobs

Points should be deducted for bad plating or finish, incorrect type, color or finish for year and model. Also points should be deducted for incorrect or worn covers for gear shift or brake, clutch, and gas pedals.

13. Dashboard and / or Console

Points will be deducted for incorrect fit, finish, color, and accessories. Also for exposed or incorrect wiring and poor workmanship.

14. Instruments

Points should be deducted for any non-factory installed instruments, missing gauges and fogged, scratched or cracked lenses.

15. Inside Mirrors / Glass

Points will be deducted for condition and incorrect type, finish, and / or style.

16. Trunk Interior

Check trunk lining and mat for correct material and pattern. Also for weatherstripping condition and / or leaks.

17. Accessories

No points will be deducted for mounting a fire extinguisher if done in a workmanlike manner. (Also see exterior accessories.)

TOP, SOFT

No points should be deducted unless car being judged is a convertible. Check that top is correct for model and year.

18. Down or Missing (Mandatory deduction)

Owner must have top up or the mandatory 15 point deduction will be taken.

19. Condition

Points will be deducted for wear, wrinkles and sags in the top. Remember that original factory tops had "some" wrinkles and sags.

20. Non-Authentic Material (Mandatory deduction)

The mandatory 10 point deduction should be made for all cars that have the wrong material or top color for model, body color and year.

21. Edges / Seams

Check for correct type, finish, correct placement, and condition.

22. Top Boot / Tonneau Cover

Check condition, fastener type and authenticity.

23. Non-Authentic Back Window material must be glass or vinyl as factory installed (Mandatory deduction) Other non-mandatory deductions can be taken for condition or authenticity.

JUDGING THE MODERN EXTERIOR

First do a quick walk around of the car. Check each of the components (fenders, doors, hood, etc.), the color scheme and presence of items which should not be there, as well as absence of things which should be there. Make a mental note of any discrepancies. If in doubt, discuss them with your Team Captain. If necessary the Team Captain should ask the owner for documentation while you are judging the details. Check for authenticity, condition, workmanship and maintenance.

1. Body (Fit and Quality) Doors - Fenders / Quarter Panels - Hood - Trunk Lid - Rear Facia - Hard Top / Roof

Each of the body components should be judged in the following area. Judges should consider the degree to which a defect may be less than factory original when assigning point deductions. Check for even spacing and proper alignment around all doors, hood, windshield, trunk, and fenders. Striping, moldings and belt lines should all line up. Points should be deducted if dents or ripples are more noticeable than factory original. Use of non-authentic materials for repairs, such as body lead or plastic, is not encouraged. However, point deduction will be taken only if these repairs are observed without the use of testing methods to determine their composition. **2. Rocker Panels**

Rocker panels may have points deducted for ripples, rust, dents, missing trim, etc.

3. Exterior Trim / Striping / Emblems

Look at chrome trim and moldings. Plating should be of the proper type and should be applied to the proper areas only. Parts and trim should be properly finished. Check for pits, blisters, cracks and corrosion. Check for removal of detail and correct painted accent areas if applicable.

4. Non-Authentic Sunroof (Mandatory deduction)

A mandatory 8 point deduction must be made if sunroof is not authentic for year or model.

5. Non-Authentic color (Mandatory deduction)

A mandatory 10 point deduction must be made if paint color is not authentic for year, or model. A slight variation of shade is acceptable and no point deduction should be made. If paint looks as original no point deduction should be made for the type of paint. Paint colors applied may be in any color combination and location available from the factory for that model and year and need not be the color originally applied to that particular car. Paint should be of the type originally applied or have the appearance of the original finish. Special ordered colors and color combinations will be treated as authentic only if the specific vehicle being judged was ordered from the factory with this color or color combination and the owner can provide documentation proving his/her car was special-ordered in this manner.

6. Paint / Detailing / Condition

Check for workmanship, condition and maintenance of the finish. Points should be deducted for excessive orange peel, over-spray, over-rubbing, sanding scratches, difference in color between panels, fish eyes, cracks, crazing, blisters, dull finish, chalking, excessive chips, touch up areas and poor masking. Points may be deducted for anything that detracts from the finish of the car but the judge should not make an intensive search for painting or maintenance defects.

FRONT END

7. Front Facia / Air Dam

Check for correct finish, detail, and / or trim, proper alignment to fenders, and condition.

8. Grille

Check for proper fit to front facia, correct style, finish, and correct mounting hardware.

9. Hood Ornament

Ornament should be correct for year and model. The finish should be correct and have required detailing and/or paint trim. Check for pits, blisters, cracks, corrosion, dents and surface polish. No point deductions will be made unless flaws noticeably detract from the overall look of the ornament.

LIGHTS

10. Head Lamp Doors / Side Lamps and /or Parking Lamps / Tail Lamps / Driving Lamps and/or Fog lamps

Check that lights are correct for year of manufacture or a factory authorized option. A point deduction should be made for incorrect lights if not offered as original factory equipment, headlamp housings that are not the correct finish, lack the correct trim, and / or are in poor condition. Points also should be deducted for non-authentic lights, cracked, improper or faded lenses.

11. Radio Antenna

Check for correct type and style for model and year of manufacture.

12. Windshield Wipers / Wiper Arms

Wiper arms should be checked for correct type and style.

13. Window Frames / Moldings (Exterior)

Check for proper fit, finish and condition of plastic and / or rubber.

14. Window Glass

All vehicles must have safety glass in the windshield or they will not be judged. Other windows may or may not be safety glass. These may be original glass, laminated or tempered glass depending on the year. Points will be deducted for non-authentic tint, cracked, fogged, discolored, delaminated, or missing glass.

15. Door Handles

Check escutcheon, rubber, proper fit, detailing and finish.

16. Mirrors

Points are to be deducted for incorrect finish and condition.

17. Accessories

No points are to be deducted for BCA decals, stickers, badges, and license plate frames. BCA does not recommend, but will not deduct points for inspection stickers or other legally required identification, such as parking or military stickers. A point deduction should be made for commercial or non-auto related stickers and / or decals. BMD options and accessories are acceptable when offered for that year and model. Points are never added for accessories, but deductions are taken for authenticity, workmanship and condition.

APPENDIX XV

BUICK CLUB OF AMERICA CHIEF JUDGES

1989 – 2000 McClellan Blair, BCA #2702

2000 – 2006 ick Schick, BCA #11187

2006-2014 Alan Oldfield, BCA #15140

2014- John Steed, BCA #8071
BCA NATIONAL MEET HEAD JUDGES

2017 Pete Phillips, BCA #7338

1989 McClellan Blair, BCA #2702
1990 Ed & Bonnie Franko, BCA #1647
1991 Cecil Don, BCA #14501
1992 Rick Schick, BCA #11187
1993 Lee Wangerin, BCA #15259
1994 Bill Olsen, BCA #14262
1995 Rick Schick, BCA #11187
1996 Jack Welch, BCA #5387
1997 Rick Schick, BCA #11187
1998 Pete Phillips, BCA #7338
1999 Rick Schick, BCA #11187
2000 McClellan Blair, BCA #2702
2001 Ron DeGroff, BCA #6457
2002 John Steed, BCA #8071
2003 NO JUDGING
2004 Jack Welch, BCA #5387
2005 Ed Franko, BCA #1647
2006 Rick Schick, BCA #11187
2007 McClellan Blair, BCA #2702
2008 NO JUDGING
2009 Alan Oldfield , BCA #15140
2010 Pete Phillips, BCA#7338
2011 Pete Phillips, BCA#7338
2012 Robert Safrit, BCA #4388
2013 Rick Schick, BCA #11187
2014 Rick Schick BCA #11187
2015 Rick Schick, BCA #11187
2016 NO JUDGING